

carbusters

#35 / 2008

JOURNAL OF THE CARFREE MOVEMENT

TiToM

MAKE LOVE | NOT CAR

WORLD NAKED BIKE RIDE | INTERVIEW: J. HARRY WRAY
TOWARDS CARFREE CITIES CONFERENCE VIII



US\$5 / €4 / £2.50 / CN¥5 / CZK50



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In Europe, and the UK especially, drivers are slowing down. British bus and train drivers are being re-trained to drive more smoothly, and efficiently; EasyJet and BMI – the first of several airlines – are reducing flying speeds on some routes by 2%, while the journey times of cross-channel ferries will be increased – both measures implemented to reduce fuel consumption. In America, public transport use has risen dramatically, and as J. Harry Wray mentions in his interview on page 26, “the car is in the decline.” Bicycle sales are sky-rocketing, while the automobile industry has suffered one of the most financially crippling years on record: Ford recorded a quarterly loss of US\$8.7 billion, while GM will close four Hummer factories, resulting in decisions to switch production from gas-guzzlers to more efficient models.

All fantastic news, but are we actually witnessing a minor revolution in the public’s attitude towards transportation and the environment?

“Every time we lift our feet off the accelerator, we are improving GDP and employment,” stated Miguel Sebastián, Spain’s minister for industry, after the Spanish government proposed a plan to cut the speed limit on dual carriageways to 80 km/h as part of a bid to save €4.14 billion on oil imports. Whether the plans succeed is yet to be seen, but Sebastián encapsulates the thought behind the growing trend that we’ve seen over the last three months: slow down, use less oil, and you’ll save money.

It’s undoubtedly sound advice, but is it being given for the wrong reasons? Any environmental benefit seems to be merely a by-product of the economic equation. Are we simply witnessing a global cost cutting exercise? With relation to the automobile, Roger Bysouth asks on page 22, “is this just car culture adapting to survive?” It’s

maybe too soon to tell, but one certainty is that these are the first tentative steps of an inevitable post-peak-oil behavioural shift; a shift currently led by the public’s wallets, if not their hearts.

However, as successfully demonstrated by Lund Municipality on page 10, behavioural changes are often followed by attitude changes. So, maybe we should be asking what attitude changes could follow this behavioural shift, and where they could lead. Could we see a return to the unsustainable past? Could car culture simply evolve? It’s a possibility: crude oil excreting bacteria, bio-diesel from algae, and the British International Motor Show’s “Green Village” centrepiece – filled with electric cars and the new Lotus Eco Elise (with hemp interior) – offer convincing evidence. After all, some people are deeply entrenched in car culture. Or, could it lead to a sustainable future, with public attitudes towards the environment changing for the better?

Anything’s possible, and whatever the reason may be for this current change in behaviour, it’s clear that now is the time to ensure that these changes continue to develop in a sustainable direction, and to do so people must develop the right attitude towards transportation and the environment. So, it’s never been more necessary to provide an example of the trend’s logical conclusion; something this year’s Towards Carfree Cities Conference in Portland (page 16) attempts. It’s time to be more active than ever: to provide the philosophy, thought and economic structures, frameworks and impetus to stop unsustainable attitudes simply adapting and to help them develop sustainably, to ensure that we progress towards a sustainable future. Which also, thankfully, means there’s never been a better time to get (naked?) on your bike...

Sam Fleet

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Reprints:

Welcome with a credit to *Carbusters* and a reference to *Carbusters.org* unless otherwise attributed.

Deadline for submissions:

For #36, October 15, 2008.
Please send letters, article proposals, artwork and photos to:
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Subscription info: page 29 and 30.

ISSN: 1213-7154 / MK ÈR: E 100018

Printed in the Czech Republic on 100% recycled paper by Pematisk, Prague. Distributed by Doormouse (Canada); AK Press, Desert Moon, Tower/MTS, and Ubiquity (US); Central Books (UK); and many others.

Carbusters has been funded with support from the European Commission. Carbusters reflects the views only of the authors, and the Commission cannot be held responsible for any use which may be made of the information contained therein.



Education and Culture DG

'Youth in Action' Programme

Carbusters Magazine is a project of:



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A ride through Sweden's transportation paradise.



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Bare as You Dare!
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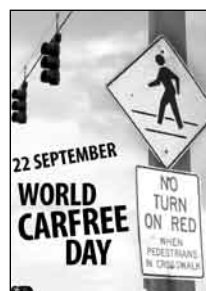
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Front Cover Artwork: Titom

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Letters

Dear Editors,

I live in Curitiba and I read the article in the last issue about the city. Curitiba really made a great effort in the last few decades. The transport system and the urban planning are referenced in Brazil and throughout the world. However, the discontinuity of innovative measures has brought back some ghosts.

All the implementations mentioned in the article happened 30 years ago (or more). And although we still benefit from many of them, nowadays, the municipalities are investing hard

in the individual motorised vehicle. Against the pedestrianisation that took place in the *rua XV de Novembro*, the city is putting real money in to the transformation of local streets and squares into tunnels and larger streets. Curitiba still is the second city with the highest number of cars in Brazil but now with a population 10 times bigger. It is also the second city with the highest number of deaths by car accident according to the Urban Research and Planning Institute of Curitiba. The costs of car accidents in Curitiba are approximately US\$100 million in 9 months.

All this has seriously affected the quality of public transportation that has shown a constant decrease in its average speed as well as bigger lines and delays. As for the bicycle, things are not better. Curitiba built shared cycle-paths a few decades ago connecting parks, only for leisure and has done nothing to improve and preserve the network. The city doesn't have a single route of exclusive cycle-path.

Luis Patricio



Matt Nickels: Whether on the road or having a pitstop, I always read *Carbusters*



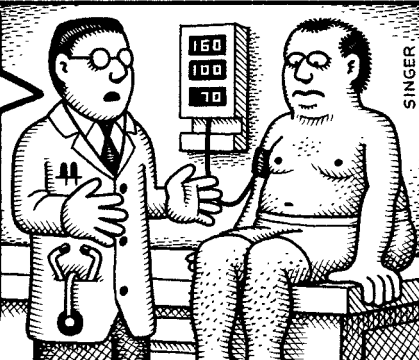
Neville Fleet: *Carbusters* hits the Golden Gate Bridge

NO EXIT

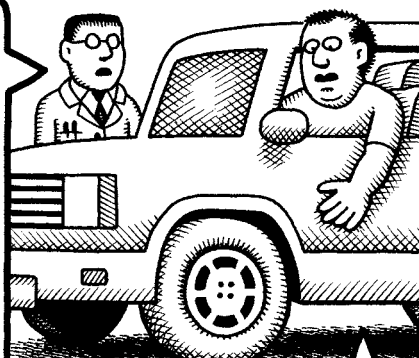
© Andy Singer

WHAT WOULD YOU DO, IF YOU WERE TOLD THAT:

YOU NEED TO EAT LESS AND GET MORE EXERCISE! IF YOU DON'T CHANGE YOUR LIFESTYLE, YOU'LL HAVE A MASSIVE HEART ATTACK AND DIE.



YOU NEED TO DRIVE LESS AND LIVE IN WALKABLE, TRANSIT FRIENDLY COMMUNITIES. IF YOU DON'T CHANGE YOUR LIFESTYLE, YOU'LL HAVE AN ENVIRONMENTAL COLLAPSE...AND MILLIONS WILL DIE.



CAN'T I JUST TAKE A PILL?

Dear Carbusters, Here in Bristol, UK, we have 700 *Thank You For Not Driving* tough plastic A3-size signs in place on public buildings, carrying the vital message! Thank you for putting the idea in my head!

Dawn Primarola, Minister of Health, did the unveiling for us at "Gay Elms" Primary School in her constituency on May 23, 2008.

As Minister of Health, I've written to her asking for stickers to be displayed on all health centres and hospitals throughout Britain; I'll keep you informed.

I would ask you to print the TYFND image once more, in the hope more of your readers do the same worldwide. As you all know, "we must stop burning oil".

Pete Taylor



Contributors

Syed Saiful Alam aka "Cycle Alam", is a media officer at WBB Trust (Work for a Better Bangladesh).

Andrew Bedno is a dedicated Chicagoan and post-modern Renaissance man; programmer, artist, jester, musician, thinker, doer, watcher, producer, and master of <ChicagoFunNews.com>.

Roger Bysouth is a freelance writer, who's tried most forms of transport, and lives in Manchester, England.

Philippe Colomb is a 37 year-old activist on different grounds (human rights, environmental issues), member of Vélorution Paris and organiser of the WNBR-Paris.

Jane and Neville Fleet have finally realised that cycling's cool.

Jonathan Maus is a photographer, and founder/editor of the website <bikeportland.org>

Maruf Rahman is Project Officer at WBB Trust (Work for a Better Bangladesh) and has been

working on transport issues since WBB's transport policy program began in 2004.

Jesse Schust is part of the World Naked Bike Ride planning collective in London, UK. He researches and visits the ancient yew trees of Britain (many are 1000+ years old).

By 2020, he hopes that air travel will be replaced by affordable and ecological slow sea voyages, which allow people to continue living their normal lives during the journey.

Dan Sharpe is a Professor of Cyclotronics, Environmental Theorist and Oceanic Topographer.

Special Thanks

To Debra Efrogmson and Jitka Andersson for their help, and to Başak Çiğdem Çevrim for all her help with this issue's graphic design.

Advertise in *Carbusters*!

Carbusters has decided to provide space for advertising. What better way to invest your money than to display your products or services in a publication that reaches the entire world and provides its space for very good prices (starting from US\$35)! We will gladly accept and host adverts from like-minded institutions, publications, businesses etc. Please find information about prices at <www.worldcarfree.net/resources> or e-mail <editors@carbusters.org>.

Show your Virtual Love

WCN and *Carbusters* have made the leap into social networking sites Myspace and Facebook. We currently want to create online hubs for sharing information, discussions and more. Come join us to make the voice of the carfree community stronger! Or you can tune in to the *Carbusters* Radio at <www.carbusters.org>, which welcomes any carfree songs that all of you talented people out there create. Meanwhile, we are in the process of a complete website and magazine design overhaul, which can be made even better by your invaluable comments, ideas and help. Please e-mail all proposals (and music) to <editors@carbusters.org>.

Carbusters Awarded for Best Business Plan

Carbusters won the Czech Social Enterprise Competition and was awarded for the strongest social enterprise business plan based on the online expansion of *Carbusters* magazine. The NESsT-Citi Social Enterprise Competition was launched in April 2007

with support from Citi Foundation to enable civil society organisations (CSOs) in Hungary, the Czech Republic and Slovakia to plan for and launch social enterprises. CSOs selected through the national competitions received capacity building support from NESsT (the Non-profit Enterprise and Self-sustainability Team) to develop their business plans for social enterprises that further their social impact and financial sustainability.

At the reception on June 30, NESsT and Citi showcased *Carbusters* as the Czech winner of the competition and presented the award (US\$8,000) to implement the plans to redesign and develop <www.carbusters.org>. The reception was covered by Czech television, which featured it on its evening news, along with cartoons from Andy Singer (the video link can be found at the *Carbusters* Facebook fan page). *Carbusters* and the World Carfree Network would like to thank all the current and former staff members whose contribution was essential to the yearlong process of creating the successful business plan!

Ecotopia Biketour Success

The commencement of the ride took place in Sofia, Bulgaria on July 2 in a fanfare of colour, noise and fun, aiming to reach Sinop, Turkey by August 14 – where this year's Ecotopia gathering is held from August 9-23. The annual ride featured, among other things, a blog and an sms system that kept all riders informed about last minute changes. Congratulations to everyone who made this event so successful!

www.ecotopiabiketour.net

AGM in Portland

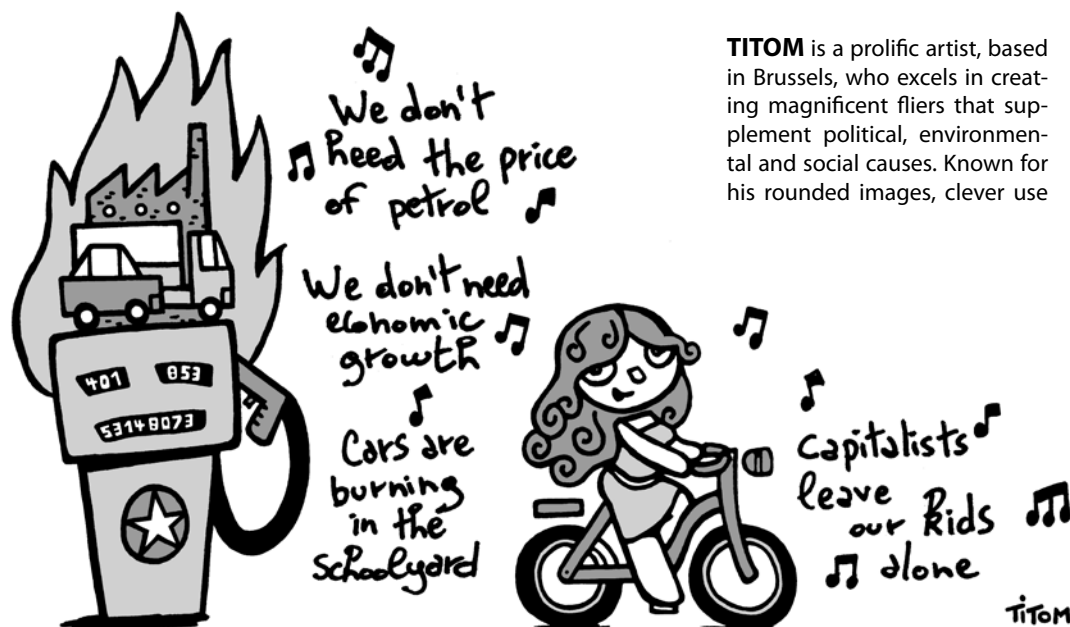
The Annual General Meeting of the World Carfree Network took place in Portland, Oregon, June 20. Among other things, 17 organisations were approved for inclusion in the WCN, while significant changes were upheld regarding fees and active participation of members. Also, changes were made in the structure of the Steering Committee and the Advisory Board. Members of the WCN can read the meeting minutes at the members' wiki section of <www.worldcarfree.net>.

World Carfree Day is Near

It's yet another wonderful opportunity to show the world how peaceful and beautiful life without cars can be... World Carfree Day will take place on September 22 in cities, towns and villages around the world. Look for an event near you or – even better – start your own. To get connected, you can either visit Facebook and look around for scheduled events or check out our online resources at <www.worldcarfree.net/wcfd>.

Carbusters #36 Call for Submissions

Carbusters welcomes all kinds of submissions from its readers and friends: articles, news and action items, photos, graphics, poems and anything carfree. We are also always on the lookout for inspired, enthusiastic and active volunteers who are eager to make change happen. Contact us with your ideas at <editors@carbusters.org>.



TITOM is a prolific artist, based in Brussels, who excels in creating magnificent fliers that supplement political, environmental and social causes. Known for his rounded images, clever use

of colour and implicit humour, Titom has contributed significantly to the promotion of the World Naked Bike Ride and critical mass events in Brussels. The front cover illustration is a section from his most recent flier for the Brussels World Naked Bike Ride on June 21, 2008. For more information (in French) and to see more of Titom's art, visit <bxi.attac.be>.

Blown Out of Proportion

Highway lanes reserved for High Occupancy Vehicles (HOV) worldwide are usually empty due to drivers' averseness to car-pooling. In Auckland, New Zealand, some enterprising drivers have turned to blow-up dolls, clothing their dogs or placing pillows on child seats in order to enjoy the congestion-free HOV lane. The drivers caught 'doll-handed' are fined NZ\$150 (US\$114).

The council traffic manager Andre Dannhauser noted that some clever students asked a small fee for being passengers on the driver's stretch of the highway, enabling them to use the HOV. But he added, "the money was not enough to pay for the beer for the thirst they generated".

Auckland, with a population of 1.4 million, is a city notorious for its addiction to cars. The sprawled city has an area equal to London, leading to higher car ownership rates than Los Angeles.

Reuters

License to Walk

The Yanghe Garden Elementary School in Chongqing, China, ran a course this past school year teaching pupils how to walk. Those students able to pass the written and practical tests are given a walking license. Over 240 students already have their license to walk. The course teaches students to "walk in a good way", while being as quiet and polite

as possible with one's stride. One of the exam questions reads as follows: "When going up the stairs, you see a student in front of you walking with difficulty. At this time, I would - A. Follow the student quietly or ask if he or she needs help, B. Squeeze ahead of him or her, or C. complain that the student is blocking the way." The school officials didn't mention the punishment for students walking under the influence.

Associated Press

NOPEC?

Desperate to do something about spiralling oil prices, US politicians have decided to do what Americans do best: sue. In May, the US Congress voted 324 to 84 in favour of the "No Oil Producing and Exporting Cartels Act of 2007", that would revoke the sovereign immunity enjoyed by OPEC members, enabling the Justice Department to take them to court. President Bush pledged to veto the bill, but the Senate saved him the effort by placing the legislation on the back shelf. The Kremlin in Russia declared, this bill "is a violation of the norms of international law."

While there is no doubt OPEC members enjoy some degree of monopoly over black gold, the Congress is blindsiding the real issues: peak oil, rising demand and international relations. Three of the four world's largest oil fields are officially in decline, and some experts predict that Saudi Arabia's super-giant Ghawar field is heading in that direction. With major non-OPEC producers such

as Russia, Norway and the UK already past peak oil production, and OPEC members Iran and Libya also on the list, it is not unreasonable to say their controlled production quotas are to protect their limited resources. Also boosting prices is the emergence of China and India to the western consumption scene, plus the not so-friendly relations between the US and OPEC members Iraq and Venezuela. Considering this, it becomes immediately obvious that crude oil prices of US\$140 per barrel are for reasons beyond greedy speculative trading.

It is yet to be seen whether Congress will attempt to sue the Earth for not giving out more oil.

www.theoilrum.com

It's a Dog Drive Car World

Perhaps training for the recently canceled Shanghai Animal Olympics, a Chinese couple in Liunan were caught teaching their poodle how to drive on the expressway. The poodle controlled the steering wheel with her front-paws while resting her back-paws on the waistline of the woman who controlled the foot pedals. The police noticed them driving too slowly on the expressway and immediately pulled them over upon seeing who was at the wheel. The couple explained that the empty expressway and clear weather made for ideal conditions for training. They got away with only a warning ticket from the police.

www.ananova.com

Pray at the Pump Movement

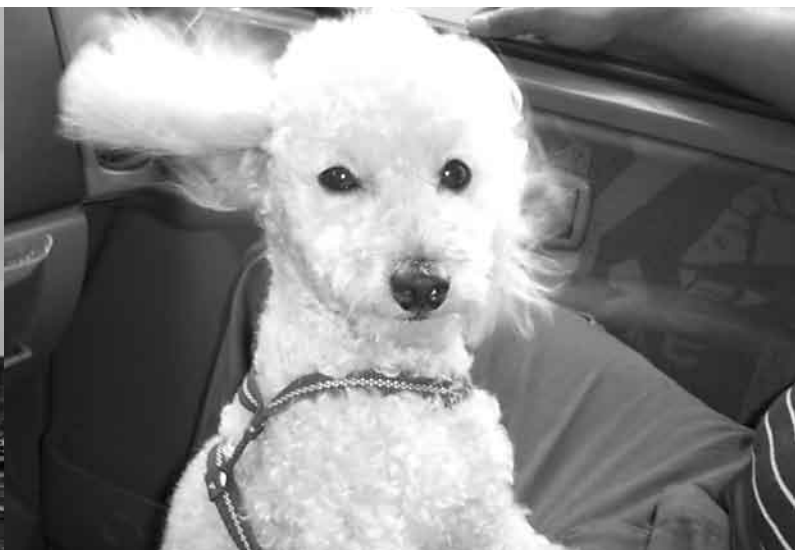
Washington-based choir singer Rocky Twyman initiated the so-called Pray at the Pump Movement as the petrol price in America neared US\$4 per gallon this spring. These "prayer warriors" have toured the nation, stopping at petrol stations to make their plea to God and ask petrol-pumping patrons to join them. The movement began in April when volunteers at Twyman's church's soup kitchen were unable to attend due to petrol prices.

Twyman prayed in St. Louis with seven supporters, "nobody else can help us at this time. Our leaders have failed us." They pleaded for God's compassion to shower down on oil-rich Saudi Arabia, pointing out the precept of the *Qu'ran* that exhorts Islamic followers to reach out to the poor and downtrodden. Twyman declares his pray-in in Toledo, Ohio was a success when the petrol station he prayed at saw the price drop by 30 cents.

But there is a practical side to the movement: the team distributed petitions at the pray-ins asking for Saudi Arabia to increase its oil output, while they also believe politicians may start to do something about the problem if more people begin praying at the pump.

Whether God can perform the miracle of refilling the countless depleted oil wells is another question.

www.stltoday.com





Family Buys Tank

A German father dished out £24,000 to buy a British Fox tank for shopping and day trips. The six-tonne war machine that humbles the Hummer has been fitted with a baby seat for Joachim Schoeneich's two-year-old son Paul. Schoeneich stated, "It is a bit hard to find a parking place, but we get right of way at every junction." For safety reasons, the 30mm was disabled. www.ananova.com

A Gun with your Car, Sir?

You can never be too careful. For some in the States, that includes having a gun in the glove compartment of their car. This May,

seeing an untapped market, the auto dealer Max Motors in Butler, Missouri undertook its "God, Guns & Gas Give Away!!!" promotion: offering a free gun or US\$250 petrol card with each car purchase. The special lasted only one week, but was a major success, quadrupling sales and garnering widespread media coverage.

Sales manager Walter Moore explained their logic: "Everybody's doing the gas, gas, gas giveaway, and we wanted to do something different. When it costs almost US\$100 to fill up, a US\$250 gas card is just insulting – a gun's a lot more practical and useful." But this clever marketing has political origins. Max Motors was inspired to do the promotion as a response to the notorious, but misconstrued comment made by Barack Obama

"God, Guns and Gas Giveaway!!!"

supposedly about Midwesterners who "cling to guns or religion... as a way to explain their frustration" (He was speaking about the working class in old industrial towns).

Over the first two days of the offer, only 2 of 30 took the gas card (one was Canadian and the other an elderly man).

The Bob Rivers Show

Most Ridiculous Car Commute

Lasse Jonsson of Malmö, Sweden, won a bicycle this July from the municipality after a contest to find the "shortest and most ridiculous commute." His girlfriend signed him up, perhaps trying to make him think twice about his 200 metre commute from home to work, and daily drive of equal distance to lunch. The contest was part of the Malmö municipality's "No Ridiculous Car Journeys" campaign.

With the cooperation of CIVITAS Smile, the campaign began in 2007 with tangible results: 50% of Malmö citizens know of the campaign and 23% of them will reconsider their travel habits. The campaign involved such stunts as cyclists riding around town with large banners behind them, or inversely a large billboard containing a real cyclist pedalling like the spinners. "Both campaigns clearly show that we benefit from doing

the unexpected, daring to be a little non-municipal in our communication. [It] has been looked upon as very positive," stated Sara Forslund from the campaign.

www.commutebybike.com

Franken-Oil

The race is on to find a new oil source to keep metal heaps with four wheels on the road. LS9, a Silicon Valley research company, is embarking on a mission to mass-produce oil from bacterium waste. They have genetically modified a single-celled strain of E. Coli to actually excrete crude oil in place of the similar fatty acids that usually come out. They feed on agricultural waste such as woodchips and wheat straw.

The bigger question is whether LS9 will be able to mass-produce its crude product. As of yet it has produced one 12 m² bacterium "fermenting machine" that defecates one barrel of crude oil a week. Greg Pal, senior director of LS9 says, "our plan is to have a demonstration-scale plant operational by 2010 and, in parallel, we'll be working on the design and construction of a commercial-scale facility to open in 2011." So this brave new oil won't be found at the gas pump for some time.

www.thetimes.co.uk

Car Cult by Chris Coleman





Photo Chloe Ellingson



Photo Stefan Vandermeulen

Streets are for Picnics!

Three lanes of an unsuspecting Bathurst street in Toronto were treated to a civic makeover one July Sunday by the merry pranksters from Streets are for People. Walking north on the wide avenue, the scene unfolded like some surreal post-oil dreamscape. Many strangers gathered around a giant 3x3 metre scrabble game; further up, a very old wooden pedal organ was playing, with more people singing together around it. Further still, there was a game of croquet set up – underneath the cobblestones, the beach! Up on a patch of new concrete beside suspended steel tracks, revolution rockers the New Kings played to a happy crowd of 50 who danced with children in the middle of the street. “When streets are given back to people as an extension of

their living room, not just a place to move and store cars, amazing things can happen,” said Shamez of Streets are for People. “That’s what streets have been for, for many thousands of years.”

As evening fell, the front window of the Keep Six Art Gallery became a movie screen and a few dozen people spread blankets and pillows over the road and passed the popcorn as they watched *Le Depart*, a short comedy about guerrilla bike activists the Urban Repair Squad, followed by the 1938 Frank Capra classic *You Can’t Take It With You*. Every bus-rider and car passenger travelling up Bathurst street that beautiful Sunday saw the mundane concrete road temporarily transformed into a community playground.

www.streetsareforpeople.org

Pushing for Fuel Efficiency

Green campaigners urged the European Union to “push for fuel efficiency” by pushing vehicles in various capitals across Europe in a symbolic gesture that indicated the sluggish rhythm of the proposed changes for reducing fuel consumption in cars. The EU is discussing legislation that would reduce CO₂ emissions of new cars by 25% to 120 g/km by 2012, however, the process is being systematically delayed by car manufacturers.

Friends of the Earth Europe (FOEE), which played a leading role in the action, criticised the manufacturers’ continuous (and currently contentious) marketing practice of promoting powerful and higher emitting vehicles when more efficient alternatives are available. The organisation

proclaimed its belief that if all cars met the standard of the most fuel efficient models in their class already on the market, the proposed 2012 target could be reached today. As Jeroen Verhoeven, car efficiency campaigner at FOEE, said, “climate change and rising fuel prices are already hurting European citizens, and making cars drastically more efficient is one of the most sensible solutions. Today carmakers are still competing on engine power. The EU needs to set the rules so that carmakers start racing towards greater fuel efficiency.”

Not really carfree, but a push for more efficient cars that can stave off the pollution that grimes our cities and, of course, lead to less emission of greenhouse gases.

www.foeeurope.org



Photos Nes Brierley

Students Encouraged to Bike MCR

I Bike MCR is a voluntary cycling community group in Manchester, UK, that aims to help people leave their car behind and introduce them to brand new cycling experiences, including bicycle polo and bike dancing. Organised by a group of “anarcho-bicyclists”, its many activities include a week-long annual festival that features all sorts of biking activities, taking place from October 6 - 12, 2008.

The event will be packed with exciting activities for students (other people are welcome to join in too), including a bike tour around the city to show new students local off-road cycle routes, bike shops and other cycling amenities, and a bicycle film night at the Manchester University’s council chamber. Also planned are bike maintenance classes, cycle confidence training, mountain biking,



Photo Jane Fleet

2nd Bicycle Music Festival San Francisco

Critical mass met the summer of love in Precita Park on one of San Francisco's hottest days this June. This was the third of four venues for the 2nd Bicycle Music Festival (BMF) as this continuous all day music festival made its way on a musical journey through San Francisco's colourful Mission district. A cacophony of cargo bikes arrived at the park bearing musicians, roadies, organisers, bike repairmen and audience. Frisbees were thrown, blankets spread and picnics shared as the bands unpacked their gear entirely hauled by bike. Not only was everything brought by bike, but also the sound was entirely powered by bikes. Co-director of BMF Paul Freedman (aka the Bike Rapper and founder of Rockthebike <www.rockthebike.com>) set up his bicycle with its

Soul Cycle mobile audio system and hailed a volunteer to pedal it while musicians set up.

At the end of the show everyone hit the streets for a mass ride to Dolores Park. Ginger Ninjas' frontman Kipchoge, on his tall bike, with music blaring, rallied the crowd en-route to the final venue. There, Ginger Ninjas, deemed to be "certifiably the craziest hardcore touring band in the world" were joined by five other bands, and the evening came to a close with "on bike" performances on the Evening Cruiser Ride.

A truly inspirational festival for everyone. Could a music festival be any greener than this? No stage, no overheads, no fuel, no tickets... no wonder it works!

By Jane Fleet

www.bicylemusicfestival.com

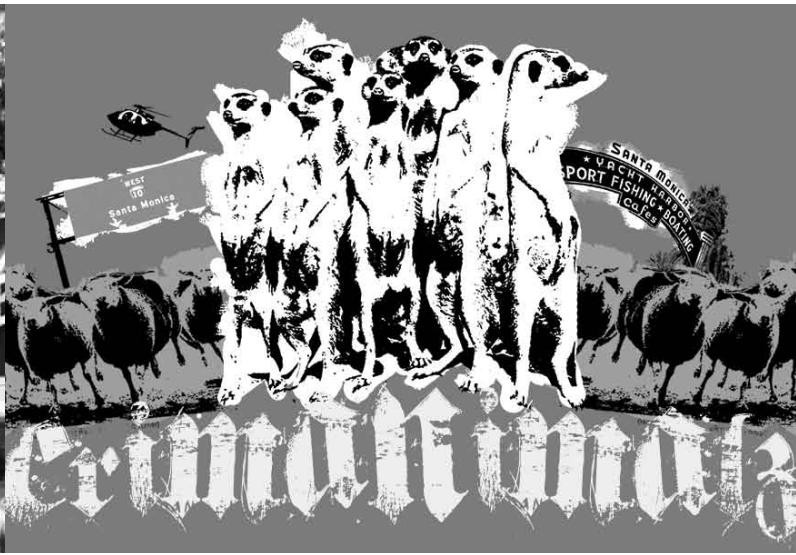


Image Crimanimals Spoke Card

Crimanimals Take to the Freeways

After the inaugural ride on April 18, 2008, the controversial "Crimanimal Mass #3" continues to grow – with a 2nd successful ride and banner drop on May 9, and a third successful ride on June 20. Based in Los Angeles, the cyclists ride on some of the cities most congested freeways (motorways), including the I-10 and the I-405, during rush hour.

The times of the rides are decided after considerable research and scouting to minimise any danger to the cyclists, but the ride remains perilous – and illegal. The political stance and agenda is, up to now, neutral. The group's collective motto, "If you rode a bicycle, you'd be home by now!" is a statement against oil dependency, in support of sustainable living, and a collective critique of the

Los Angeles transportation infrastructure. The rides have received a mixed reception amongst local cyclists and motorists alike, and have been described by some bloggers as the "new critical mass". If you're interested in starting a dialogue about the legality and ethical issues involved, or would like to express your views, then please contact us at <editors@carbusters.org>.

Similar rides, including the latest in Berkeley on July 9, where 63 out of 101 riders were arrested, are becoming more common across the US.

Substantial web coverage, images, videos and the history of the rides can be found linked from Crimanimal's homepage. More rides are planned.

www.crimanimalz.com

a bike treasure hunt, bicycle polo classes, bike rides and a moonlight bike ride.

Students will also be invited to join a commute to university every day that week. As Nes Brierley, one of the organisers, said, "we hope that having this daily group commute will encourage more students to cycle, as they will be able to make new cycling friends. Being part of a group also

increases people's confidence in cycling on the road, which can be quite daunting for some – especially for 'freshers' who are used to cycling in quiet towns." The festival is organised entirely voluntarily by cycling enthusiasts in their spare time and relies upon donations from participants and local bike shops to pay for equipment etc. They do it not for profit but, as Brierley said, because of "a pas-

sion for promoting cycling." Their annual festival gets a lot of praise from the bicycle community and residents of Manchester, with one of their supporters saying, "it

is at the forefront of promoting cycling in Manchester; it forges a worthwhile and healthy community spirit."

www.ibikemcr.org.uk



Lund

City of [Transportation] Ideas By Theo Haris

The city of Lund, located in the south of Sweden, is a sustainable transportation jewel with a model practice that the world can learn from. Using methodical and holistic steps, it has succeeded in becoming the 'bicycle city' it aimed to be, in accordance with the principle that effective transportation is vitally important for the well-being of citizens. Lund has a thousand-year old history that has granted it its favoured term of "city of ideas". With 100,000 residents, it is the centre of Scandinavia's largest university and a cross-cultural haven, inhabited by people from 130 different nationalities. It is also a main transportation hub, only 20 km away from the city of Malmö. Approximately 36,000 people use the city's central train station in their daily commute.



Lund - The bicycle city

A Transportation Revolution

The first transportation 'revolution' occurred in Lund in 1969 when the municipality managed to block national plans for a highway expansion that would have disrupted the southern parts of the city centre. Traditionally in Sweden, municipalities hold substantive power over what occurs in their land, and Lund has used this power to the utmost. Soon the core of the city centre was designated a protected area. Then it was only a matter of time until the metamorphosis. Two years later in 1971, the municipality decided to make the centre of the city entirely carfree, in what has been aptly termed "The Lock". Only buses, the few taxis of the city and emergency vehicles have since been allowed into the centre. This change was supplemented in 1985 by the renovation of the road system to favour pedestrians and cyclists (what the municipality calls "unprotected road users").

The most comprehensive program of Lund's transport policy is LundaMaTs, developed in 1998. Back then, its aim was to create an "environmentally adapted transport system". In 2006, LundaMaTs II was created, shifting the focus into all pillars of sustainability: environment, economy and society (the fourth pillar, institutions, seem already to be well-placed in Sweden). LundaMaTs II poses a vision for 2030 and outlines the tactical steps to reach improvements in six sectors: Pedestrian traffic, Bicycle traffic, Public transport, Road transport, Commercial transport and Urban planning.

The drive behind Lund's ambitious plans was manifold. The city decided to minimise its carbon emissions, to enhance the feeling

of community, to increase the health and well-being of its citizens, but also to reap the substantial benefits coming from a local sustainable transportation system in relation to nearby municipalities. An overall assumption central to all this was that it is possible to have economic growth without an increase in the transportation of people and goods. This demonstrates a way of thinking that deviates from 'conventional' standards and embraces the systems thinking that surfaces from the new science of sustainability: the

"Lund realised from early on the importance of transportation policy as a means to improve quality of life"

balancing between environment, economy and society in order to lead to a happy community.

Priorities: Walking and Cycling

In order to fulfil its goals, the city invested over €10 million into making – first and foremost – walking and cycling an attractive alternative. Paths for pedestrians and cycles are well-maintained, safe to use, attractive, and well-lit for the long winters. "Unprotected road users" have full road priority over cars. At intersections between cycle paths and roads, bumps control the speed of the

car, while the surface is coloured to designate that a cycle path is there. The city has also invested substantially in high-quality parking infrastructure for bicycles, especially near bus stops, while near the railway station it has managed to establish 3,800 parking places for bicycles. Cycle routes are clearly designated with coloured pole signs, but also on the map published by the municipality's bicycle centre Lundahoj.

Every year the system is evaluated through interviews with cyclists, hearing their voice and implementing measures ensuring that their presence on the road is safer, more attractive and always increasing. The consistent upward trends indicate that they are doing a good job: bicycles are omnipresent in Lund. Even during the winter, when the snow covers everything and the wind can get bitter, it is not uncommon to see elderly people on bikes, braving the weather and indicating the presence of a spirit that should be diffused everywhere; a spirit that comes not only through environmental awareness, but also through the municipality's decision to make cycling the best transportation alternative.

Regarding public transportation, the municipality has invested heavily in a high-quality, reliable, comfortable and safe alternative. Good care was given to provide accessibility to people with mobility problems: buses use hydraulic systems to tilt and offer access to people on wheelchairs. Users can and do have good faith on the reliability of the system. If they want to be exactly sure if the bus will be on time, they just need to check online in real-time the position of the buses



Bike'n'ride - high-standard bicycle parking close to a bus stop

through a GPS system. With measures like that, it's very hard to miss the bus...

Changing Old Behaviours

The municipal officials have also understood deeply a truth that comes from experience and is – partly – supported by research in psychology: attitude change does not lead to behaviour change; it is rather the opposite that holds true. So, they established two programs that intended to show people the benefits of cycling and using mass transit, not theoretically, but in practice. In the first program they tried to recruit "Health-bikers": car-users who agreed to commute for a year not by car but by bicycle, receiving free cycle equipment as an exchange, including free medical examinations. In evaluating the program, the municipality discovered that four out of five "health-bikers" continue to commute by bicycle. "Test-riders" on the other hand are car-users who were given free bus passes for a year, provided they promise to use mass transit instead of cars to commute to work. Evaluation showed that more than 50% of "test-riders" continue using mass transit after the year has elapsed.

Realising the importance of education, Lund initiated a project through which children designed a street outside their school, with the municipality agreeing to change it accordingly. The result was a green tableau filled with flowers and toys, which was unfortunately reverted back to a 'normal' street. However, children learnt some important aspects of land use and planning. This program was supplemented by a city-wide attempt to promote walking and cycling to school, establishing "walking buses", which intend to promote health, traffic safety, fellowship and a community feeling for the parents. Before that, Lund had already changed the road structure dramatically around 30 schools, so as to make the crossing of cars more difficult.

What characterises Lund's policies is innovation and creativity, as well as a desire to incorporate citizens in dialogue and make sure they know that their input affects decision-making. To that respect, the municipality has visited 23,000 households, sharing information, handing out brochures, recruiting new "test-riders" and "health-bikers" and, mostly, hearing the people out. It also hands

out imaginative and hilarious sketches made by talented cartoonist Peter Jönsson. This indicates that the city has recognised the importance of approaching people from all possible sides: through arguments about health, financial savings, environmental protection and well-being, while using humour as the strongest medium. That is also why the municipality has put on its transportation website information about how much more chocolate a cyclist is "allowed" to eat in relation to a car-user.

Working with Business

The municipality has also engaged in dialogue with companies, with the prospect of reaching an agreement through which employees who cycle to work have their commuting time count as working hours. The rationale is that through exercise employees will be healthier and that this is a benefit for the company – an idea that would seem utopian in other parts of the world. Companies are also encouraged to favour cycling by placing car parking further away than cycle parking, building showers and changing

"Lund balances environment, economy and society in order to lead to a happy community"

rooms at the workplace and offering employees courses on bike repair.

Other projects include the support of fuel-efficient cars, the promotion of car sharing and eco-driving and the creation of a car-pooling system on the Internet. A leap is being taken into checking the prospects of teleworking. The city has also made it clear that sprawl must be checked and therefore the further development of the city will occur only in places easily accessible by bicycle or public transport. To that extent, it has planned LundLink, an ambitious project that links through public transport the centre of Lund with the Ideon Science Park and the areas where most of businesses are gathered. Currently deploying only buses, plans include

the development of a light rail system that will eventually evolve to include other nearby places, such as Dalby and Simrishamn. Though the system has not been fully developed yet, it already boasts a 40% increase in use of public transport.

The Secret of Success

So, how did Lund make it happen? What are the lessons that can be learnt for other city officials who share the same vision? First and foremost, Lund realised from early on the importance of transportation policy as a means to improve quality of life. The politicians were thoroughly educated on transportation issues as part of the Agenda 21 project. A valuable role in this process was played by the consultancy company Trivector, which insistently tried to communicate to politicians the benefits arising from a shift to sustainable transportation. The politicians soon started to co-operate with inspired and able civil servants from many different departments of the municipality to make change happen. Cooperation into a common vision is a key word here; without it, much less would have been realised. The basis of the entire campaign was a massive outreach to the public, which was supplemented by extensive dialogue and ensured that people would support policy changes. A people who are culturally educated to realise the importance the environment plays in their lives and who essentially form the backbone of the process: the municipality had in its hands a fertile soil to sow its innovative ideas. While this certainly does not mean that the process cannot be repeated elsewhere, it indicates that perhaps some radical cultural changes need to occur, if the success of Lund is to be replicated.

Lund has more strategic advantages: it is mostly flat and the students who comprise one third of its population are more inclined to cycle. Meanwhile, there is still lots to be done; for instance, bicycle theft is widespread and remains a big problem. But overall the city's initiatives have made Lund the only municipality in Sweden where car usage shows no increase – perhaps this is one of the main reasons it was voted the municipality with the best quality of life in the country.

The Swedes are inclined to feel proud about their achievements – and who can blame them! They also feel very keen to share them with others. That is why officials from Lund have engaged in a series of seminars over the years informing officials from other European cities on the benefits of transportation systems relying on mass transit, cycling and walking. Now, what is left is for inspired individuals in key positions to follow along and induce a shift that can only make their citizens healthier, friendlier, happier. A short visit to Lund might be enough to convince them...

Photos **Lund Municipality**

This article is based on a presentation by Christina Nilsson of the Municipality's Road and Traffic Office.



© Eric Nolan

Bare as You Dare!

World Naked Bike Ride: A cheerful celebration that would make Lady Godiva proud... By Theo Haris

What began as a restless bike-ride formed of strange 'hippies' has evolved into an international movement that has swept over the world – and its momentum is constantly growing. People of both sexes and all (adult) ages “bare as they dare” to protest against car culture and oil dependency, promote human-powered transport and display in its full glory the uniqueness and fragility of the human body. The result is a joyous fiesta with a very strong message that, although quite controversial, surely catches the eyes of passers-by.

History of the Movement

As Conrad Schmidt, ‘founder’ of the World Naked Bike Ride (WNBR), shares in our interview, people have been riding naked ever since the bicycle was invented. The first naked demonstration, however, precedes the bicycle, when Lady Godiva rode naked on her horse across 10th century Coventry to protest against oppressive taxation (as the legend goes). Andrew Bedno, organiser of the Chicago ride, explains that it is this principle of “unabashedly using nudity to attract attention” for the cause that forms the backbone of every naked bike ride. A technique that “especially years ago, when people were ignoring the message, was brilliant.”

When brave naked cyclists who wanted to demonstrate in such a way started appearing *impromptu* at critical masses around the world, they were a minority and a joyous attraction. But soon these same people started

to grow in number and decided to get serious. The first naked bike rides took place in Canada and Spain in 2001, organised by the groups Artists for Peace, and Manifestación Ciclonudista respectively. Then, in 2003 the idea was conceived to have a concurrent international bike ride, and in June 2004 the first international naked bike ride took place. Ever since, the movement has spread and can quite confidently claim the title of World Naked Bike Ride: in just five years it has touched 70 cities and 16 countries around the world.

Why Naked?

The main – and obvious – message that the riders wish to convey is freedom from oil dependency and car culture. Added to that is a protest against the hijacking of the human body that has been sneakily conducted mostly by the entertainment industry.

As Jesse Schust, organiser of the London ride and co-ordinator of UK rides for years, explains, “it’s time to resist the sexualisation and commodification of our bodies and lives; this is part of the message of the ride.” The ride indeed wishes to make a strong statement that each human body is unique and beautiful and that the “mass production” of identical bodies is just another aspect of loss of personal identity. Philippe Colomb, organiser of the Paris ride, discusses how “the car culture tries to make us behave like machines and forget what we are: living beings.” The ride wishes to act as a reminder of what is essentially human: freedom, respect, solidarity – and nudity. As Schust says, “one of

our hopes is that participants in the ride will learn to separate sex from nudity. Nudity can be harmless, fun and social.”

There has been considerable criticism concerning the choice to have a naked ride, not only from the ‘usual suspects’ (i.e. conservative and puritan parts of society), but also by cycling advocates who state that the goal of promoting human-powered transport falters behind the focus on nudity. However, there are many other convincing reasons why the organisers consciously chose to use nudity as a weapon. Colomb underlined the importance of showing the vulnerability of the human body while on the road. Riding naked also shows a commitment to the political message of the ride. Another angle is to challenge the established ideas and taboos of our society – and isn’t human-powered transport, along with nudity, a strong taboo? As Colomb puts it, “why are raw living bodies such a big deal since death machines [cars] everywhere are not?”

But mostly, the idea is to create a happy and merry celebration that will carry people along its flow. According to Schust, “the public appreciates the humour and joy that the ride brings. Everyone seems to smile when we go past, and they take notice of our protest messages.” Bedno agrees, “the bottom line is that when we pass throngs of onlookers, waving joyfully with free spirits and little shame, shouting things like ‘come bike with us’, I can tell by the faces (and stories I’ve heard later first hand) that many people will start riding more the next day; even people

who hadn't thought about riding their dusty bike for years. So the goal is met."

The Challenges of Organising a Ride

According to Conrad Schmidt, organising a naked bike ride is as easy as spreading the word about time and location. Although fundamentally that is the essence, creating a successful ride requires more work. Andrew Bedno shared some of the "tricks" that made this year's Chicago ride the largest ever worldwide, with 1,700 participants. Bedno considers "a working critical mass to be a prerequisite to starting a successful WNBR," while teamwork and planning that centres around promoting the event is of vital importance. One must take into consideration things like planning the route, finding enthusiastic volunteers to help facilitate the ride and start work on making the event known. Schust agrees, sharing that the London ride has become so successful (attracting about 1,000 individuals yearly) due to three factors: it is "more fun than a standard protest event, carefully planned through five collective meetings annually, and it is legal, with the police accepting full nudity and providing traffic control."

Indeed, contact with the police is a critical aspect of organising a ride. While in many cases the police display (as usual) little sense of humour, it is important, as Bedno states, "to put considerable time and labour into earning tacit police non-interference," for instance through the help of volunteer lawyers. Paris, among other cities, has faced considerable difficulties with the police, which did not want to allow a naked ride. Colomb describes that a sort of compromise has to be reached, by "agreeing to have the ride and not to call for nudity, every rider doing what he or she wants at his or her own risk". As in many cases around the world, some people were arrested but released soon after with no charges.

Things like this indicate that the ride organisers have to be flexible and adjust accordingly to achieve the maximum result of getting the message across, avoiding unnecessary conflicts that deviate from the cause at hand. As Bedno puts it, "police were hard on us in the first years, then we worked with them; communication was impossible once the ride got big, then we added radios; cost was a problem, then we found donors,



Cheering up the London streets © Rod Currie

and so forth. Each year is an endless cycle of observing, taking feedback and adjusting." But perhaps the secret behind a successful ride is, in the words of Schust, "to ensure that all the riders are happy with the event."

Impact of the Ride

Since the WNBR is international in scale but affects localities much more, it is quite difficult to pinpoint the impact the event has had. In many places, it has simply led to more people riding bicycles – and that is quite an achievement! In others, it has made people look at cycling with different eyes, while in almost all of the cases it has created a day of fun and laughter. It certainly must be viewed as part of a general movement that advocates human-powered transport. Talking about Chicago, Bedno mentions how the city "was already gently on a gradual path to improved bike support, but the pace and quality of change has accelerated due to a number of bike advocacy groups locally, WNBR included. So our influence must at least help tip the scales a bit."

Moreover, the WNBR is a great example of a diffused movement with no hierarchies and a loose structure that is enabled by communication mostly through the Internet and a great wiki page. In fact, the success of each ride hinges on this viral campaigning which activists are so good at. Colomb explains the importance of creating "a good buzz weeks before the ride" so as to spread

the message and ensure its success. Among the things the Paris ride utilised were fliers on bikes, stickers on city signs, a good web site <www.cyclonudiste.fr>, a MySpace page, a Facebook profile etc. Such outreach facilitates a flowing contact with the media, which is one of the greatest aims of the ride, while creating favourable conditions for a continuous momentum of similar messages to be spread.

As mentioned in many other pages of this magazine, things have started to change and the forces that guide this shift are much greater than a ride, however big in scale and scope. The WNBR may perhaps be foremost an indicator, showing a different reaction people have to cycling (and nudity). In the words of Bedno, "five years ago we were stupid hippies: 'get lost, I'm gonna go buy an SUV'. Now we're a truism: a heralding party celebrating the end of the oil era."

For more information: www.worldnakedbikeride.org

Jesse Schust shared this story of what a WNBR can achieve:

"About a year after the 2005 ride, I met someone who I'll call Marc. Marc was in central London one day and unexpectedly was cornered by two people who demanded his mobile phone (and pulled out a knife). The phone wasn't very valuable, but it had lots of important contact details for friends. Marc was about to hand over his phone when the bike ride came by. The muggers were completely distracted and Marc knocked the knife out of the mugger's hand and ran off (at which point the muggers fled too). In a sense, the bike ride's presence managed to prevent a crime in central London. Perhaps we should replace the CCTV network with a daily schedule of naked bike rides?"



The Paris ride faced considerable problems with the police © Manuel Djamdjian manudjam@wanadoo.fr

Interview with Conrad Schmidt: The 'Horsefly' of the WNBR

By Theo Haris

Conrad Schmidt is quite an active individual. An internationally renowned activist, he founded Artists Against War and is the leader of the Work Less Party. He is also credited with creating the World Naked Bike Ride. As he explains in this interview, things are not quite that simple: in our understanding, he acts more as a 'horsefly', making sure that people don't forget the message of the ride, reminding them of its essence. Talking about what led to the WNBR, he discusses the freedom of riding naked and emphasizes the role fun plays in our lives.

What led you into conceiving an event such as the WNBR?

First thing is that there were lots of naked bike rides before the WNBR. The movement is very grassroots. No single person can really say they started this event. The only thing I did was to come up with the idea to make it international and all I had to do was to set up one website – a really really bad website, but people around the world liked the idea so much that they fixed it up and, as you can see, it's kind of like the ride. Everybody has access to the webpage, there is no hierarchy. The WNBR is more of a bike ride than an organisation. It's the same basis as the critical mass. People in different cities gather together, there's no one to tell them what to do and not do. As long as they stick to the message.

Which is?

A protest against car culture.

Do you think there was a specific need for a naked protest?

Yes, I do. This one is a lot of fun! When we do critical masses in Vancouver, the cars are very upset with us and everybody is yelling. But with the naked bike ride everybody is happy. The cyclists are happy, the car people are happy, the pedestrians are happy... It is the one thing where everybody's smiling and laughing! How can something that makes everybody happy, smile and laugh, be bad!

"It's something about bikes: people want to ride them naked!"

Is this the reason the WNBR has developed so rapidly?

Firstly, people want to have fun. Also one of the things that makes it so popular is that people do want to challenge authority.

What is the most wonderful thing that has ever happened to you during a ride?

Not having been arrested!

Were you afraid of being arrested?

Yes, I am a little bit afraid. Especially when we first started. Back then, when I set up the webpage, journalists were phoning me from around the world, going: "You're gonna get arrested! You're gonna all get arrested!" After a while we were saying "oh, shit! We're all

gonna get arrested! If we believe the newspapers, they all say we're gonna get arrested." But then nobody got arrested. Especially in the first year, anywhere in the world.

What is the feeling of participating in a ride?

I think there's a feeling of liberation. You see, in society there are always laws – so many rules. Do that, do that, do that! So, if you break just one, i.e. the one about riding naked, and you discover that the sky doesn't fall on your head, it's a nice feeling! There's so many rules over us...

The ride has been criticised for using nudity to attract attention, especially media attention, and not cycling *per se*, and that it distracts from the goal of promoting cycling "seriously". What would you say to that?

I think it's half true. It definitely does attract a lot of media attention. But, while I thought initially that the message would be totally lost, I've started to see over the years, surprisingly, that it hasn't in all that nudity. When a lot of cities try to organise the ride and they don't have the message, when they simply want to have a naked bike ride, they often don't succeed. People don't want to go. One of the most important parts about this ride is the message; it might be even more important than the nudity. Some people say, "ah! We love the idea but we don't want to make it political", and nobody goes to these rides. The WNBR is a political event. And people want a political event.

So what would be your advice to someone who wants to start a new ride?

It is very very easy to start a ride. The ride is something that everyone wants to do. All you really have to do is tell them the start time and location. It's not complicated. As long as you keep it political, people will show up. If you make an event where people ride around naked for no reason, no one will show up. There are some countries that didn't want to make it political and they didn't succeed.

Is this the reason the ride hasn't evolved in the so-called developing countries, with the exception of South America?

I think that in lots of developing countries they face very different political issues, and the political motivation behind this is not that strong. The issue of challenging car culture is a problem in the developed world, but not so much in the undeveloped. People there don't see why we

have to fight against cars; they don't have the problem. The message has no appeal there.

If the ride flows on its own, without hierarchies, what is your role as world coordinator?

I'm not really the world coordinator. All I do is actually... nothing! I send out an email now and then, telling people to organise their own ride. I just remind them of their own responsibility: that the ride is up to them; that it's all about the empowerment of the individual. I can't even lay claim to starting the first naked bike ride. When I tried to find out who had the first naked bike ride, I discovered that people have been riding naked for over a hundred years now. As soon as they invented the bicycle, people were having naked bike rides. It's something about bikes: people want to ride them naked! And they don't seem to have the same feeling for cars...

"What we have to do is simple: have more fun than the opposition!"

Our society currently perceives nudity as mostly linked to sex. It's kind of been hijacked by Hollywood films. Were naked rides chosen also to protest against that?

Yes, exactly that. We protested especially against the idea that one body type is more beautiful than the other and that people have to be ashamed unless their bodies can fit into a movie screen. If you look at pictures from beauty pageants from a hundred years ago, you will see that virtually all body types were represented. Everybody looked different. But now, it's all the same. As if there's a body monoculture. But there's nothing sexual about the WNBR. Nothing at all.

The ride has been going on now internationally for five years. How has it influenced the transition towards a more sustainable society?

I believe that anything that's positive, anything that's happy, is part of the solution. My feeling is that the solution has to be something that attracts people, that makes them happy. We have also to present something that encourages people to be part of a non-consumerist culture. Cycling is definitely part of that [ed.: and not buying clothes too...]. It's all about presenting happy solutions. Critical mass, the naked bike ride and cycling in general are happy things and they attract people; that's why they get bigger. If we take the view that everything's bad and we get angry, we'll push people away. Basically, what I see that we have to do is simple: have more fun than the opposition!

Amen to that!

WBB Trust

Work for a Better Bangladesh By Maruf Rahman

How do you increase cycling in a car-crazy city like Dhaka? That is what WBB Trust (Work for a Better Bangladesh), founded in 1998, set out to discover when it began working on transport issues in 2004. It initiated a cycle promotion program that was, however, immediately side-railed by the need to fight a rickshaw ban on a major street. In the course of doing so, WBB staff realised that to promote cycling, they would have no choice but to challenge the existing urban planning and transport paradigms. WBB thus turned its attention to the issue of creating livable cities and therein questioning the role of the car in cities.

WBB's main focus in all its programs is on policy, though it also organises a twice weekly cycle training program and weekly group cycle rides in order to gain visibility for recreational opportunities for children and the importance of cycling. In terms of policy, its main goals are to promote "ecocities" (cities designed for nature and people, not for cars and industry) and to challenge conventional urban planning and transport paradigms that give centrality to the car while ignoring or trying to eliminate rickshaws, cycling, and walking.

WBB's approach includes creating materials and publications, working closely with the media and advocating with policymakers. WBB has printed reports on a variety of transport issues including modal share and the enormous space requirements of cars, responses to government planning documents, the consequences of rickshaw bans, people's right to walk, the importance of rail, transport and poverty reduction, and a Bengali translation of Jan Gehl's *Life Between Buildings*. In a single month, WBB has as many as 20 articles written by its own staff and close colleagues published in national newspapers, and also organises radio talk shows on transport and urban planning issues (for more info, see p. 21). WBB also regularly co-organises seminars and roundtables on transport issues in order to recruit new allies and spread the word about an alternate vision of cities and transport planning among government officials and civil society.

In order to expand its reach, WBB partners work closely with individuals and organisations, including transport planners and environmental NGOs. Building a strong network of allies with technical expertise in urban planning and transport policy has been particularly important. By continually sharing information with others, and inviting other



Before the State of Emergency was announced in January 2007, WBB Trust regularly organised bicycle rallies to campaign for various issues. PHOTO Ziaur Rahman Litu

organisations to co-organise programs, WBB has succeeded in gaining many important allies, including the Urban and Regional Planning Department of Bangladesh University of Engineering and Technology (BUET), the environmental organisations Save the Environment Movement and Bangladesh Poribesh Andolon, and the NGOs Young Power in Social Action, National Cycling Federation, MANOBOIK, and Pratyasha. WBB has also collaborated with the Institute of Engineers Bangladesh, the Dhaka Transport and Coordination Board, the Bangladesh Road Transport Corporation, and the Bangladesh Road Transport Authority.

Although the road is rocky, WBB has had some significant successes. These include a reversal of press coverage concerning the traffic situation, so that rather than universally blaming rickshaws, articles now stress the role of private cars and the need to limit them; and recruitment of many others to join in challenging the flawed twenty-year transport plan for Dhaka City. Perhaps most impressively, with the support of the World Carfree Network and the Institute for Transportation Development and Policy, WBB spearheaded a successful campaign to convince the World Bank to announce that it would no longer push for rickshaw bans, and convince the government of Dhaka to halt their plans to ban rickshaws on all major streets.

WBB also succeeded in convincing a small town to reconsider its approach to hawkers: rather than ban them and widen their roads, Naryanganj officials decided to widen

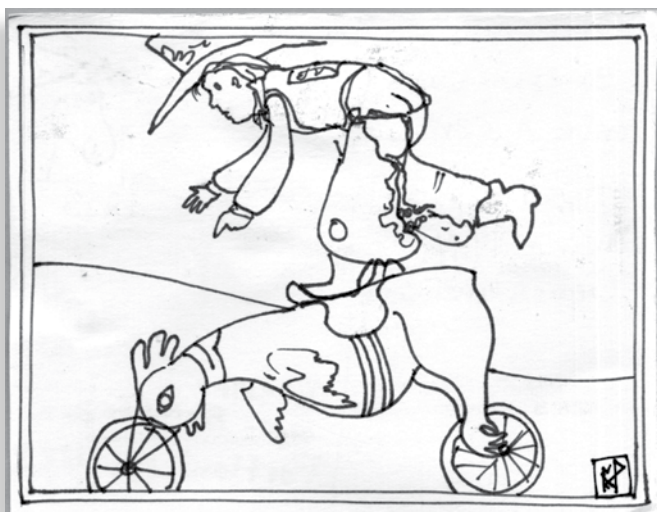
footpaths, include more space for hawkers, and thus give more space to people and less to cars. After years of work on the issue, the Dhaka city government has also announced a plan to license, rather than ban, hawkers on and near footpaths.

Further, WBB received a request from the Chittagong Development Authority (CDA) to give input into urban planning for what is Bangladesh's second largest city. WBB organised a team, including a lecturer at BUET and a leader in the environment movement, and explained to city officials about the usual problems with urban planning, including the belief that "transport" means cars and that travel demand will inevitably increase and the job of the transport planners is to try to meet that demand. CDA responded positively to the suggestion of an alternate vision.

A group of students and lecturers at BUET also created a new organisation, Padatik, to promote carfree Mondays on their campus, in part as a result of sharing with WBB.

While WBB still has not been able to focus on encouraging cycling, it expects to see the fruits of its efforts in that area in coming years, helped along by the spiralling price of fuel. In the meantime, WBB anticipates that its efforts to promote people-focused urban planning will help Dhaka make a smooth transition into a future without cheap fuel: by accepting rather than fighting the inevitable, and using policy to bring about positive change.

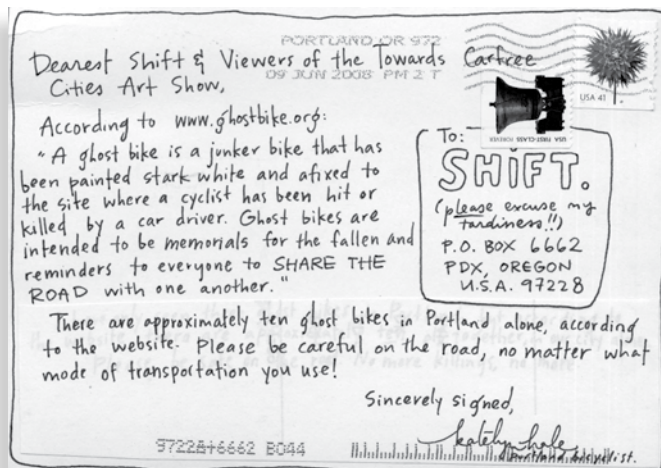
For more information about WBB Trust, please visit <www.wbbtrust.org>



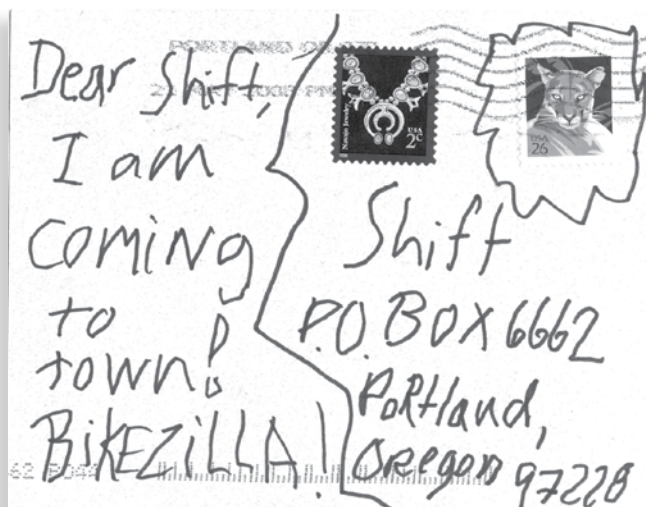
Towards Carfree Cities VIII

The Postcard Art Show

By Sara Stout

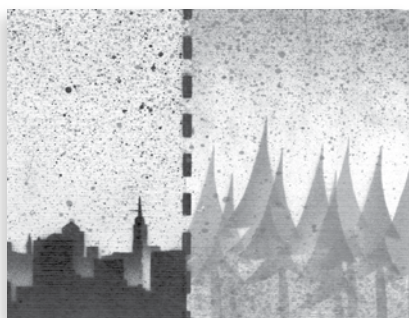


TOP - First Place: **Dingo Bike** by Dingo Dizmal (self portrait)
 MIDDLE - Second Place: **No More Ghost Bikes** by Katelyn Hale
 BOTTOM - Third Place: **Bikezilla** by Heidi Davisson



The North American carfree movement came into its own this June as a diverse range of people converged in Portland for the eighth edition of Towards Carfree Cities, the World Carfree Network's annual conference – the first to be held in the US. Shift, a Portland bike group, was the local host; other hosts included Portland State University, the City of Portland and Carfree City, USA. The conference theme this year was “Rethinking Mobility, Rediscovering Proximity,” and was held Monday through Friday, June 16-20.

On pages 18-19, **Elly Blue**, Conference Coordinator with Shift, offers a behind the scenes look at the conference. **Sara Stout**, organiser and curator of the Carfree Cities Postcard Art Show – opened on the second day of the conference – tells us below a little about the show.



The Carfree Cities Postcard Art Show was inspired by the postcard show at Portland's Bike Summer celebration in 2002 and by the Towards Carfree Cities' Public Day at Budapest City Hall in 2005. Portland's commissioner of the arts, long-time supporter of transport alternatives and current mayor-elect, Sam Adams, has been hosting art shows at City Hall for years, so when we asked about the possibility of filling the exhibition space with images of a carfree world, the idea was met with great enthusiasm.

Venue secured, by late 2007 we started mailing out invitations and producing announcements for radio, print and website. We invited bike activists, transit riders, skateboarders, photographers, poets, mail-artists and school children to send us their visions of a carfree world.

The flow of arriving cards was steady and slow at first, but fast and furious as the deadline neared – by final count, over 250 postcards from 18 countries. The diversity of images and the range of approaches was not short of astonishing, and to see them all hanging together in one great unified mobile in the City Hall Atrium was inspiring.

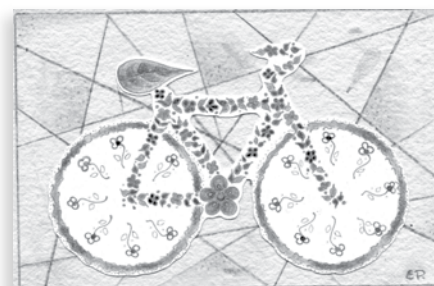
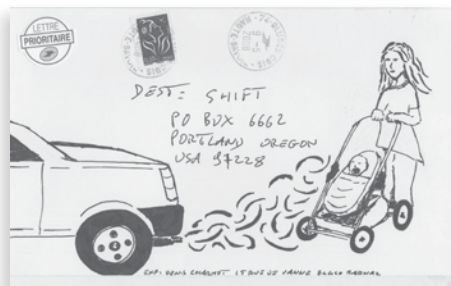
Hundreds attended the opening event on June 17, with live music, bike-dancing and car-shaped piñata-smashing outside in the Portico, while an assortment of art projects occupied the parking spaces. Inside City Hall, we enjoyed art from around the world and those present voted for their favourite postcards. The people's choice cards are displayed here, along with a selection of personal favourites.

And what next? Over the course of the summer we will scan the postcards and create an on-line gallery. After that, we hope to see the collection live on, evolve and travel to other locales around the world.

If you are interested in keeping the Carfree Cities Postcard Art Show alive by hosting the collection in your town or city, and by inviting additional contributions, please contact me by e-mail <sarastout@worldcarfree.net> – or send me a postcard: c/o Shift, P.O. Box 6662, Portland, Oregon, 97228, USA.

More colour postcards on the inside back cover

CARBUSTERS #35 | AUTUMN 2008





Towards Carfree Cities VIII

Behind The Scenes By Elly Blue

Monday | The conference opened with a hands-on event hosted by Depave <www.depave.org>, a Portland organisation dedicated to reclaiming car-oriented space for communities. Over a hundred volunteers broke chunks of asphalt in between posing for photos and pausing for interviews with the reporters and film crews. The debris was saved for the patio of a local coffee shop, and walkways throughout the rest of the lot, which is slated to become an “urban food forest”. The Depave people did an amazing job organising a seamless, productive, inspiring day.

Tuesday | The free public day started bright and early, with a small convoy of groggy cyclists nursing espressos in my backyard at 6 am. We loaded up and headed downtown with our bike trailers full of clipboards, markers, T-shirts, fliers, and all the other necessary supplies for three long days at Portland State University. When we arrived there were already two people waiting for the doors to open – we sent them to get coffee while we set up. Someone brought in a newspaper – the depaving day had been covered in a front-page article in the *Oregonian*, our major daily newspaper! Meghan, our press officer, received a steady stream of media calls throughout the day, ranging from friendly TV reporters to irate right wing talk show hosts.

People trickled in and out, registering, trading in their pink tote bags for blue ones, checking out the two dozen vendors, and grabbing pastries and coffee from the worker-owned collective we’d signed on to provide organic, vegetarian and vegan fare. The first sessions began more or less on time, and I swung by the rooms to check things out and saw the Carfree Families presentation

room – capacity 200 – with standing room only. Rumbles of assent emanated from the forum on the local proposed freeway bridge expansion project.

The big ballroom was packed by early afternoon with tables full of people showing off everything from handmade bike-delivered vegan chocolates to bicycle-oriented real estate. Mia Birk of Alta Planning + Design and Andy Clarke of the League of American Bicyclists were the first speakers: both talked compellingly about the importance of cycling in changing urban lives and landscapes for the better, and congratulated Portland for our progress and leadership in North America.

By the time Gil Peñalosa took the stage, the 450 seats in the room filled, with 200 more standing at the back. Peñalosa spoke for an hour and a half, his slides peppered with pictures of well-dressed women on bicycles. He devoted the talk to exhorting the many Portlanders in the audience to build a truly world class cycling city along the lines of Amsterdam and Copenhagen – both overcome by car culture until conscious efforts in the 1970s eventually turned them into bicycling paradises with strong transit systems and street culture. The crowd was inspired and energised – this is just what we wanted and needed: a new challenge; big goals to aim for.

The crowd moved on, by bike, on foot and in pedicabs, to Portland’s City Hall where the opening party for the International Carfree Postcard Art Show was revving up. Organisers plugged the metres for the parking spots outside and were blithely using the space for non-parking activities like sewing, welding and office work. Chalk artists, a car-shaped piñata, a jazz band, and bicycle dance troupe the Sprockettes entertained the public in the courtyard. Inside there



Top: City Hall Middle: Vancouver's B.C.Clettes Bottom: CarFree Art

was a long line for free beer and food, and an atrium full of postcard art mobiles hanging from the ceiling.

Wednesday | Registration continued today – we ended up with about 275 full participants total – and regular sessions began. Topics ranged broad: pedicabs, traffic safety, ferries, trolleys, bike loan systems, helping senior citizens get around. I sat for my “Undriver License” photo and then spent an hour with a small group that walked around one city block over and over on an “Urban Hike”. I caught the last 20 minutes of a session about case studies where urban freeways had been removed. “What would it take to remove I-5 through Portland?” I asked. The audience laughed, but the panelists answered seriously, and inspiringly.

At the end of the day, the carfree blocks surrounding the conference venue started to fill up with costumed cyclists. The Sprockettes and three members of Vancouver's B.C.Clettes were leading a roving dance party. The party eventually made it to the movie night building. The screening room was packed. The pizza disappeared in no time and the beer didn't last much longer. It was our volunteer coordinator's wedding anniversary and we opened some champagne for them. Folks settled down to watch a variety of movies, some made by conference participants.

Thursday | Fatigue was setting in, but the program and the general sense of excitement rumbled on. I popped into the Transportation Inequality and Public Health session where Paul Simpson was showing a chart comparing traffic



Gil Peñalosa

levels with 8 year old kids' social lives. The kids living on the heaviest-traffic streets had, on average, less than one friend. Food for thought as I left for an interview with one of the many roving camera crews. By the end of the day I sat in on another panel, Dave Weed's fascinating research about his grandfather's long bicycle trips through the US and Mexico after the Civil War, while in his 60s, just on the cusp of the age of auto-mobility.

The day ended, we cleaned up, put everything back into bike trailers, and I managed to catch the last five minutes of the Greasy Chain String Band playing a final reel for a crowd of happy, sweaty square dancers on the Chinatown car-lite Festival Streets. At least three passers by asked me “when will this happen again?” The band packed up and the Torontonians launched into a spontaneous street performance: a trumpet playing, chanting, interactive dance that lasted till the barricades were taken away and cars returned to the dance floor.

Friday | The closing party featured two carfree cakes and a ton of good spirits. The B.C.Clettes performed a prose poem to the sound of turning bike wheels. Streetfilms played on the big screen. Many toasts were raised to the past week, and to the future. The question on everyone's lips was, “what next?” Everyone seemed to be inclined to think big.

Sunday | The frosting on the cake was Sunday Parkways – Portland's first-ever carfree ciclovia style event, organised by the city and attended by an estimated 10,000 happy looking locals. The six miles of residential streets were full but quiet, with the several parks around the route bustling with food vendors, live music, juggling lessons, running clinics, games for kids and more. Yard sales along the route were doing brisk trade, as were nearby restaurants and stores. It was a successful, inspiring day by all accounts.

It's hard to measure the outcome of a conference, but some effects are already apparent locally. One concrete thing I've noticed is that the word “carfree” has entered the lexicon here in Portland. The newspapers use it, you overhear it in coffee shops, it raises fewer eyebrows than it used to. We also now have a skilled, energetic community of folks who can't wait to get to work on the next project. The idea of being carfree, on a personal and societal level, has become that much more realistic and desirable.

To take a look at some of the presentations that are available online, for audio recordings of several sessions (including Gil Peñalosa's keynote speech), and for links to media coverage of the conference and events, please visit <www.carfreeportland.org>.

Conference T-shirts in all sizes are available for sale at <www.sonadei.com>.

The next edition of Towards Carfree Cities will be in Brussels in May 2009. The contest to host the 2010 conference will be announced shortly.



All photos © Jonathan Maus / bikeportland.org



The Cyclists' Touring Club

Britain's Oldest Cycle Club

By Dan Sharpe

Sometimes being a British cyclist can be a frustrating experience. If you've managed to survive the over-enthusiastic traffic whistling past your ear as you ride through busy streets, there's always the chance that it will rain. In fact it probably already is raining. More frustration ensues when, despite the trauma of the ride, we feel the need to espouse the virtue of our mode of transportation and inevitably seek to persuade those around us that, yes, you too can use your bike! No, it's not too dangerous we say, no, the rain isn't a problem and no, it certainly isn't too far.

So far I don't think I've persuaded anyone to saddle up. I am but one voice drowning under the groans and parps of the traffic busling through our streets. If only, I sometimes wondered, there were 70,000 people like me to be heard...

Then I found out that there are, and that they are part of the Cyclists' Touring Club (CTC), Britain's oldest cycle club.

Founded 130 years ago in 1878 as the Bicycle Touring Club, the CTC now has 70,000 active members and is the UK's National Cyclists' organisation. This makes CTC the largest and most influential group of cyclists in the UK. In 2005 CTC set up a charitable trust to support the aims of its members. Working alongside CTC, the charitable trust can apply for funding from government schemes and other funding bodies such as the Big Lottery Fund. As a result, CTC no longer has to rely on membership fees and commercial income to pursue its members' aims.

Since the inauguration of the charitable trust, CTC has become an increasingly important and influential campaigner on cycling issues in Britain and boasts five nationally led campaigns to make the UK a better place to cycle. These fall into two broad schemes: the promotion of cycle-friendly infrastructure and traffic law, and the grassroots promotion of cycling. These campaigns are laying the groundwork for the future.

"The aim," Steve Bailey, regional cycling development manager for the north of the UK tells me, "is to establish a greater priority

and resources for cycling as part of a wider agenda to promote healthy and sustainable transport."

This is no easy task. The UK is a population yet to extensively embrace the benefits of cycle use as a mode of transport. While the UK does have a poor safety record in comparison to many other north European countries, there is still a greatly exaggerated belief amongst the UK's non-cyclists that cycling is just too dangerous and difficult for them. This is something that CTC and its members, who are constantly involved in tackling road safety issues at a local level, are acutely aware of. "They recognise," says Bailey, "that actual and perceived danger are a major barrier to our own and other organisations' efforts to encourage more people to cycle."

So what is the government doing to support cycling in the UK? While recognising the health, environmental and other benefits and providing funding for national cycle groups (in January it announced it would contribute £140 million to Cycle England for new cycling programmes), the government has failed to deliver substantial national policy to support cyclists. A significant reason for this may lie within the high levels of car dependency Britain currently has. Significant pro-cycling policy is therefore politically dangerous. There is a risk of angering the UK's motorist vote with pro-cycling policies, which could be perceived as anti-car, but Bailey thinks that this risk is not as great as is perceived.

"Public opinion is actually quite strongly in favour of pro-cycling and pro-sustainable transport policies, even among regular drivers. The 'motorist vote', which the government fears, is actually a vocal minority with disproportionate media influence. The greater concern is that with the low levels of cycle use in Britain there are fewer voters who would be strongly swayed by the adoption of strongly pro-cycling policies."

What this means for CTC is that bringing cycling into the mainstream of British culture is key to the success of its campaigns. At present Britain's cyclists occupy a slender demographic, something which Bailey is hoping to

change by establishing the Cycling Champions project in areas of the country where cycling is not the choice of transport. As part of the project, Bailey's team of Cycling Champions will look to encourage those in hard-to-reach communities, minority ethnic groups, people with disabilities and those at risk of obesity-related health risks to participate in cycling.

"My aim," says Bailey ambitiously, "is to change the attitude toward cycling amongst these groups, to see the positive effect cycling can have, not just through physical activity but through social interaction and psychological well-being."

An ambitious project indeed, but there are signs that cycling is beginning to make a greater impact. London in particular has seen a sharp rise in cycle use recently, 83% since the start of the decade. The rise in use also correlates to a greater awareness of cyclists, and as a consequence, cycle casualties have been reduced over roughly the same period. London's success has been achieved by a sustained campaign to reduce car use and promote public transport. London was the first place in the UK to introduce a congestion charge and there has been significant investment in public transport, including cycle facilities and the enforcement of bus and cycle lanes. This shift away from car use has been augmented by the promotion of cycling and attitudes towards it such as the proliferation of cycle maps, cycle training and cycle events.

Bailey is encouraged by the example London has set, "the challenge now is to spread the best practise from London and small but growing number of other towns adopting serious pro-cycling policies, and

to persuade the government to make such policies part of the mainstream."

With 130 years of cycling heritage behind it, this is a challenge that CTC is committed to see through, come rain or shine.



Getting Covered for Free: Media Tips

Working with media is an important part of the transitional process, diffusing the carfree message to the public at large. Syed Saiful Alam of WBB Trust (Work for a Better Bangladesh) provides some simple tricks for the uninitiated.

Let me be the first to admit, when I started working on media outreach, I didn't know what I was doing. I wasn't even hired as a media officer, but rather to help with the cycle training program and transport policy work of WBB Trust. But hanging around in the office, listening to people complain about the negative news coverage of transport issues, I started to wonder: why is the media coverage so bad and what can we do about it?

So I started going through the newspaper clippings that WBB collects – just the last two years' worth. That was a lot of articles, but it was interesting to notice the trends – which papers adamantly support everything the government proposes, from flyovers to metros to complete bans on cycle rickshaws. Also which papers have accepted ideas about pedestrians first, the advantages of fuel-free transport and surface-based public transit, and why overhead expressways are a really bad idea for Dhaka. Along with the newspapers, I took notes on the biases of the journalists.

Now that I had a big ol' messy pile of notes, I started contacting journalists and editors. First I sent thank you letters to those who had published our ideas, or anything else positive about transport. That still felt a bit abstract, so I started calling them to thank them in person. People are often happy to lend an ear when you start with praise, and it wasn't so hard to bring the conversation around to offers of assistance with ideas and information, and a bit of haranguing on how to improve their articles.

Now, I don't want to speak for journalists the world over, but journalists in Bangladesh are, let's say, busy folk. They usually cover a range of issues and don't always have the

time to do a lot of research on all of them. So I realised that a great way to make friends with journalists is to offer them information on other issues as well as on transport and urban planning: information that I collected from our NGO friends, the Internet, other newspapers, writing on the wall...

For example, when a special "day" was coming up, like World Environment Day or World Youth Day, anything that is at all related to our issues, I call some journalist friends and ask them to make a splash on the issue, always of course with our slant, like children's rights to outdoor recreation for Children's Rights Day, or the need for exercise on World Health Day. To the inevitable question, "sure, but what should I write?" or "I need some information", I'm always ready with some facts or an article I've written that they can rearrange.

I've found that it's useful to dig up some obscure celebratory days which are rarely noticed, but which journalists are often happy to feature as long as we do most of the groundwork for them. They need information and don't have much time, so we are doing them a service. Editors are often happy to publish articles we provide for them, whether ones we've written or solicited from colleagues or forwarded from the web. After all, their job is to fill the newspapers, and if they don't have to pay for their articles, they're so much happier!

We also collected a list of all the newspapers in Bangladesh from the web, and found an online local news agency from which journalists often download articles, and we now post our own articles there. It helps to send articles by e-mail to journalists' personal accounts so they can cut and paste. Then we call to tell them we sent them news and encourage them to publish. As a result, I spend a lot of the day, when my head isn't in the papers, on the phone. Faxing can also work, though it's more work for them.

In terms of electronic media, we found that radio editors, just like newspaper editors, are

looking for material. Therefore we offer them scripts and speakers for talk shows, and for years the national radio program has been coming to our office to record 18-minute talk shows at least once a month. With a flourishing of private TV channels, we found another avenue for our materials by offering ideas and footage, which often get used.

These tips are, admittedly, tried and tested only in Bangladesh, but I suspect most of them can be adapted for use elsewhere. After all, almost everywhere in the world, journalists (electronic and print) are eager for news, which often means a new angle on an issue, so if we can deliver it in the forms they want, they are likely to reward us with coverage. The ever-rising price of fuel offers us a great opportunity to exploit a hot issue with a different approach – instead of endless articles about biofuels or fuel-efficient cars, we can give them a new angle.

In a good month, we can get over 20 articles published that we have written or heavily influenced, in a variety of newspapers. Sometimes these are op-eds, taking up almost half a page, or feature magazine articles that are pages long. Our colleagues in transport work love that we can get their articles published, so it's not always so hard to find material. The basic lessons, unsurprisingly, are persistence, learning from one's mistakes and successes, and careful monitoring of the media. All that, and the lesson we learned years ago: if it's not interesting or different, it's less likely to get covered.

Challenging people to think outside the car-oriented box, questioning the wisdom of government policies and planned actions, can be threatening to the establishment and make accessing certain media channels impossible – at the same time making it far easier to access others. It's a lot of work but the results are spectacular, and there's no question that the media is a great way to influence the policies that lead either to more and more cars or to better and better cities.



A Postcard from Manchester

By Roger Bysouth

My home is Manchester in the UK – the latest city to consider traffic congestion charging. Is this a step towards a carfree world or just car culture adapting to survive?

Greater Manchester is 50 km across with around 2.5 million people, and serious congestion. Buses are deregulated so there are too many at peak times on popular routes and not enough outside rush hours or in areas away from the main routes. The Metrolink light rail system, launched 16 years ago, still has only one line, running from the north to the southwest.

The government has now proposed a deal for our city: there will be £3 billion from its Transport Innovation Fund (TIF) for improvements to the public transport infrastructure, but only if we also accept a congestion charge. A complete package: take it or leave it.

There are advertisements on radio and TV putting a simple case for tackling congestion, and detailed packs are being delivered to every household. The main regional newspaper "believes that congestion charging is a price worth paying for improvements to public transport" (*Manchester Evening News*, June 30, 2008).

But there has been a noisy campaign in opposition, ranging from quibbling over the terms of the proposed charge, to a blanket refusal to acknowledge motorists' responsibility for their actions. The new group Manchester Against Road Tolls wants a referendum using a similar question to that asked in Edinburgh in 2005 – only asking about the congestion charge, not the whole package. Edinburgh voted "no" by almost three to one.

This is taking place in the context of rising fuel prices, with public criticism of oil companies, and viral campaigns to boycott some of the bigger suppliers.

The greatest virulence is reserved for the government's planned two pence per litre increase in fuel duty, a levy on the petrol sold, despite news reports on July 9 that the Royal Automobile Club found motoring to be 18% cheaper now than it was 20 years ago in real terms. Instead there has been a national campaign from car drivers and lorry owners to pressure the government into cancelling the fuel duty increase. And it may well cave in.

Car drivers often depict themselves as the victimised, silent majority. The aim of the Association of British Drivers is "to lobby for the beleaguered British motorist". Yet drivers are



The Metrolink in St. Peter's Square © Roger Bysouth

far from silent. In reality they dominate our national transport agenda, and politicians are reluctant to alienate them.

Pro-car campaigners characterise themselves as just that: car drivers. Not people who might also walk, cycle, use public transport or simply want to live in a clean environment. They never suggest they might also value, for example, their children's immediate safety and long-term future. Is this really how most car drivers think?

In Manchester, as in Britain as a whole, there is clearly a dominant culture of the car. And whether looking at congestion charges or the price paid for fuel by drivers, we British are past masters at ignoring the collective good to focus on the short-term effect on our own pockets and convenience.

Can social attitudes change? Maybe there are lessons from another debate. On July 1, smoking was banned in most English public buildings and workplaces. There were complaints about infringements of human rights and predictions of ruin for Manchester's thriving pubs and clubs. What has happened a year on? The *Manchester Evening News* reported on June 30 "an extra 2,000 people are believed to have quit cigarettes in Greater Manchester because of the smoking ban", pushing the city's "quit rates" up by 20%. Now 83% of local people support the ban and the proportion of pub licensees who support it

has gone up in a year from 57% to 64%.

So when there is a clear health benefit and political will to challenge aspects of "our culture" we can be persuaded to see the bigger picture. Perhaps addiction to smoking is a bit like addiction to cars. We love and hate them. We think we can't do without them and, at the same time, we know they're doing us harm.

The increase in oil prices is leading us by our wallets, with our hearts following on. "In March 2008 ... Americans drove 11 billion fewer miles than in March 2007 ... bus and train use is up by 10%-15% on 2007 ... sales of bicycles and of fuel-efficient motor scooters are also soaring," *The Guardian* reported on July 2. Here in Britain the media report that people are driving more slowly, carefully and in fewer numbers. Even the high-priest of car culture in Britain, journalist Jeremy Clarkson, fronting BBC TV's hugely popular *Top Gear* programme, has shown viewers how to drive with increased fuel efficiency.

Car culture is evolving. It's a long way from surrendering to the carfree movement, but its contradictions are coming to the fore. Whether or not Manchester adopts charging like London, Singapore and Stockholm, congestion and the dwindling of oil supplies have the power to bring about a gradual but huge shift in consciousness.

Read the full version at <www.carbusters.org>



Stuntman Brian Carson, the King of Crash, holds the World Record Auto Flight of 314 feet, and has driven over 2,200 vehicles to their destruction: a "Carbuster" in the most literal sense, but also someone deeply engrained in, and deeply in love with, American "car culture". We caught up with him six years after a near fatal crash, and asked him his thoughts on life, cars and his career.

Interview with Brian Carson

By Sam Fleet

The King of Crash...

How did you get started along the "road of destruction"?

I spent my youth as a teenager working on the Joie Chitwood Auto Thrill Show – a Chevrolet sponsored show, with a troupe of auto daredevils – performing a routine show of racing, jumping and crashing that barn-stormed the county and state fairs across the country. I totalled-out hundreds of old cars in crashes like the Dive-bomber, Sidewinder and T-Bone. The eight years I spent with the show was my University of Stunt Driving; but truth be known, the first cars I wrecked were in upstate New York where I grew up – slamming a few late model vehicles into trees for fraudulent insurance claims; for a fee of course.

What do you get out of stunt driving?

I guess it has to be the pride of doing something better than anyone else in the field of crashing cars. You'd understand this view if you came from a very small hamlet (Elizabethtown, New York) with a population of less than a thousand, growing up with a troubled home life, with many scrapes with the local authorities for speeding and even out-running the police on a couple occasions: landing myself behind jail bars a couple of times. I had the reputation as the town hot-rodding teenager, that's for sure. Not many people ever made much of themselves from this small town, or even after moving elsewhere. So, to me personally it was really important to make a name for myself, in whatever I chose to do.

What would you consider your greatest stunt?

My greatest stunt – no doubt – has to be one that several top Hollywood veteran stuntmen predicted I wouldn't walk away from; some even stated, "it was my suicide stunt". It was an awesome car crash: the rooftop-to-ruin plunge of a luxury sedan from the top of the Golden Nugget Hotel and Casino (Laughlin,

NV) hi-rise parking garage, plummeting on a wing and a prayer some 10-stories to earth, to an explosive collision into a stockpile of derelict vehicles in the desert. It was my dream stunt, for sure. I've yet to see anyone attempt this magnitude of rooftop-to-ruin free-fall crash and doubt I ever will either.

Why do you think people enjoy your stunts?

I think people enjoy my stunts for several reasons. One is universal: almost everyone drives or has driven, and they can judge how dangerous or difficult it may be to walk away from what they've witnessed. Two: they see the car I'm using is totalled-out from the stunt, and, maybe they've had a real lemon of a car at least once in their life; maybe they imagine it's their ol' lemon being destroyed out there. Three, which I personally believe may be the most truthful: most people have a lust to witness blood in some sort or degree. Whether you admit it or not, it's been that way in society since the day of the gladiators – whether it be man vs. lion, man vs. man; except we are in the new Rome with modern 'Coliseums'. I always guaranteed the spectators one hell of a wreck.

Six years ago you had a life-changing accident. Tell us about it.

Not only was it life changing, it was all but fatal! My livelihood and all-but-my-life would be cut short while working on the filming location of a TV sitcom named *Titus*. I was called on to crash a drag racing 'funny car': I executed an on-board pyro-explosion, literally ripping the entire fibreglass body shell off, and then I executed the very critical pipe ramp line-up perfectly... that's all I recall from that day; not the violent crashing of the 'funny car' side-over-side, airborne, then end-over-end several times down the drag-strip. The show's studio that had built the safety cage to protect me heated the chrome-moly tragically wrong and it shattered at the vital

places on impact. I was airlifted to the closest trauma hospital. My injuries were extensive: a critical brain-stem bleed, massive head injuries, a shattered scapula and collarbone, a collapsed lung, injury-induced stroke, and I was in a coma for several days. I teetered for days in critical condition. After that, there were six-months of acute rehabilitation, neuro-skills treatment and physical therapy. I had to re-learn everything all over again: how to walk, eat and speak, and all the little things we take for granted every day.

Did this accident change your relationship with cars and your work?

Unfortunately it did; it had to or I'd end up dead or sitting in a wheelchair with a relative or someone else taking care of me. That I couldn't let happen, even though I can't tell you how much I miss my work of car-nage. I hope to live awhile longer and accomplish a few more (car stunt) goals, just in a different manner.

What's next for the "King of Crash"?

Well honestly, I hope to build my new thrill show entitled CARMAGEDDON into the ultimate auto thrill entertainment show, in our country and around the world. Who else could pull this off but me? I've already enlisted one young stunt man, Chris Morena, who has the behind-the-wheel talent to become an 'ace shoe' (stunt driver), if he stays loyal to my instructions all the way. I hope in the long run – if not sooner – to produce a complete hour plus spectacle with a never-before seen 100 foot pyrotechnic ramp-to-ramp jump finale – a distance that took the life of hell driving legend, the late, great Lucky Teter – in a monster-powered sail-rail high-flying machine.

To see a showcase of pictures and learn more about Brian Carson, or to purchase a one-of-a-kind "GOALS" motivational color stunt-poster, or a NTSC/ VHS format (approx. 60 min.) professionally produced home video entitled KING of CRASH, then visit his website <www.rexcars.com>

Traffic Noise is Deadly

A report by Transport and Environment (T&E) released this May suggests that health risks posed by traffic noise are equivalent to passive smoking and may actually kill more people than traffic accidents. The report revealed that 50,000 fatal heart attacks and 200,000 cases of cardio-vascular disease are annually linked to noise from road and rail transport in the EU. According to the World Health Organisation, over half of EU's citizens are regularly exposed to 55 decibels or more of traffic noise, the threshold for "serious annoyance". The T&E report calculated this expense to at least €40 billion annually, including reduced work efficiency from sleep loss. The European Commission proposed weak tyre rolling-resistance standards this year which are already met by half of Europe's cars, while allowing for a blanket exemption for the road's worst offenders: Off-Road Vehicles. Nina Renshaw, a T&E campaigner, stated "we need tough standards that require and inspire innovation and new technology in the industry. This has been the case with EU emissions standards for new cars, so why not with tyres?"

www.transportandenvironment.org

The Safety Benefits of Slowing Cars Down

Monash University in Australia released a comprehensive report this year entitled *The Impact of Lowered Speed Limits in Urban and Metropolitan Areas*, with compelling results. The report focused on the benefits of a proposed sweeping reduction in Australia of urban speed limits from 60 to 50 km/h. The average time lost on the average trip with this 10 km/h reduction would be a horrendous 25 seconds, while saving 8,000 precious lives. A 5% reduction of average speeds causes fatality rates to fall up to 20%, the study concluded. A similar study by the University of Queensland found that aggressive drivers, when compared to non-aggressive ones, saved a mere one or two minutes on a 44 km journey, but quadrupled CO₂ emissions – figures that don't add up.

A shining global example for road safety can be found in Sweden with their "Vision Zero" goal "to ensure that there are no serious or fatal injuries from traffic accidents". Stockholm consequently adopted a speed limit of 30 km/h for nearly all of its streets in 2007 for

good reason. According to the report, the risk of death for a pedestrian from a car impact at speeds of 30 km/h is 10%, but 80% at 50 km/h.

www.monash.edu.au

Roundabouts More Dangerous for Cyclists

Roundabouts, even when accompanied by cycle lanes, seem to be more dangerous for cyclists than other types of intersections. Although roundabouts are generally considered to decrease the possibility of car accidents (especially fatal ones), a study conducted by the Policy Research Centre Mobility and Public Works in Belgium indicated that cyclists are at higher risk. The researchers studied the effects of different types of roundabouts, concluding that the ones with cycle lanes and those offering priority to cyclists were the most dangerous, even more than "mixed-traffic" crossings. The results indicate that a general education for car-users must accompany any changes in infrastructure.

www.steunpuntmowverkeersveiligheid.be

World News

Bike-Share Program in Washington, DC

Following the success of various bike-sharing programs around Europe, Washington DC has become the first US city to install a similar idea. Smart Bike DC has already set up 100 shared bicycles in its centre, expecting to expand the program to 1,000 if all goes well. Although this cannot be compared with the 20,000 shared bicycles of the Parisian *Vélib* scheme, it is a noteworthy evolution for a culture where cycling is not exactly encouraged. The program is run on a subscription basis (US\$40 a year) and allows users to rent cycles for up to three hours – after which they must return the bicycle and may rent another one immediately. Problems with powering the installations have led to the idea of using solar energy instead – another nice step. Hopefully such innovative solutions will be deployed to also deal with the significant liability "loop-holes" of the project. Things again seem to be slowly changing – what remains is for the city to install a rack next to the White House so that its next occupant (read: Barack Obama) can at least cycle around the lawn...

A nice blog that follows the progress of bike-sharing around the globe can be found at bike-sharing.blogspot.com



General Motors Dodges Bankruptcy – for now

The self-proclaimed "#1 selling vehicle manufacturer in the world for 76 consecutive years" has lost its title – and worse. After touching 54-year lows, viewing its sales plunge by 16% this year, the corporate giant is running out of money. The steep fall in sales, especially for the company's "flagships" (gas-guzzling SUVs), has created a financial black hole that sucks in US\$1 billion per month, bringing GM close to bankruptcy. As a reaction, the company pledged to cut US\$10 billion in costs. How? By cutting back in health-care for retired employees, reducing payrolls and even refraining from bonuses for top executives! Things must be very serious indeed... Well, a

'consolation' for GM can be that the entire automobile industry is plummeting like a house of cards. Financial estimates predict possible losses of US\$276 billion this year in the USA. Shift happens.

Beijing Bicycle Sales Double, China News Agencies Report

The city of Beijing has undergone a tremendous transportation 'make-over' thanks to the Olympic Games. News agencies (i.e. the Chinese government) report that car-pooling, public transportation and bicycles are experiencing a revival that hopefully will last when the tourists have long left the city. The residents of Beijing report discovering a new sense of community with car-pooling, while expressing their desire to continue saving time and money by avoiding the city's clogged streets and opting instead for buses and bicycles. *Xinhua* reported that bicycle sales doubled in July, with the shops staying open until late at night to accommodate customers. What remains to be seen is whether this wave (undoubtedly aided by high oil prices and tough transportation restrictions imposed by the Chinese state) will persist after the city returns to its normal pace.

Wanna cut your car use?

..just call anna

Dear Anna

Although I go green day to day, it's tricky to reach leisure destinations and manage the hobbies I enjoy without driving, especially for lessons from a specialist teacher. What do you suggest?

Yours

Leisure Traveller

Dear Leisure Traveller

It's an issue for me too. My ordinary life is set up around proximity and accessibility. But for an exciting day out or specialist event, then travelling sustainably is an effort. For example, I love salsa dancing. Going to a Congress, special band or dance holiday can involve distance. And the finish time is often after midnight, which causes difficulties for public transport. Tips are:

1. Touring Shows / Teachers

Firstly, look for events nearby. Some shows, bands, exhibitions and specialist teachers take regional tours. Get on lists notifying event dates. Or check websites regularly. For York's annual salsa Congress I make sure I'm here and childcare free.

2. Choose venues that are accessible by public transport

Look on websites for details of how to reach attractions other than by car.

3. Lift Share

Aim to get there by joining up with others; you probably already know local folk with enthusiasm for your hobbies. Most are car owners who would be more than happy to share lifts if you contributed. Start collecting telephone numbers or emails and ask politely. For instance the organiser of a fortnightly club half an hour's drive away is keen to offer me lifts as he gets most of my entrance fee. The disadvantage is a late ride home after the event closes, but when there I simply ask around for an earlier lift home.

For huge events like Glastonbury Festival

lift shares are offered through websites. Plus there are specialist public transport services, which make ecological sense.

4. Public Transport

In some cities public transport runs very late: trains between Manchester and York run all night to access Manchester airport. So late events in Leeds and Manchester are manageable for me by train, bus or taxi.

5. Organise a minibus or coach trip there

6. Stay Overnight

If getting home late other than by driving is a hassle, or you plan to drink alcohol, then staying overnight works: either at a friend or family member's home, or by camping or booking a bed in a hotel or Bed and Breakfast.

7. Ask The Teacher To Visit

A proactive approach is to book a specialist teacher yourself. There might be a time when they are passing by. Consider either a private lesson – which might be expensive – or a day or weekend class in your town. Bringing one person to the many reduces mileage travelled overall. You'd have to book a venue, do administration and publicity. But you might be able to profit as a promoter and it would grow the local scene for your hobby. Plus win respect and deepen friendships.

8. Specialist Green Traveller Websites

On-line advice sites exist to help with sustainable leisure. At <www.walkit.com>, you can enter any two points to generate a walking route map and journey time between them. Each route also includes an estimate of the number of calories the walker will burn, and the amount of carbon saved by not travelling by taxi, car or bus. It covers six large British cities.

9. Put Pleasure Around Business

When you have to travel for business reasons, work out what attractions or teachers are nearby and visit them, either before or after your work. This cuts overall distance and makes good use of your time and money (since the business mileage – whether done by sustainable or driving methods – is paid for by your employer or can be claimed for tax by the self employed).

10. Campaign for Better Public Transport

If there isn't a service to the attraction, campaign for one or a link between it and the nearest service e.g. a dedicated minibus or walkway.

11. Holiday in your Own Country

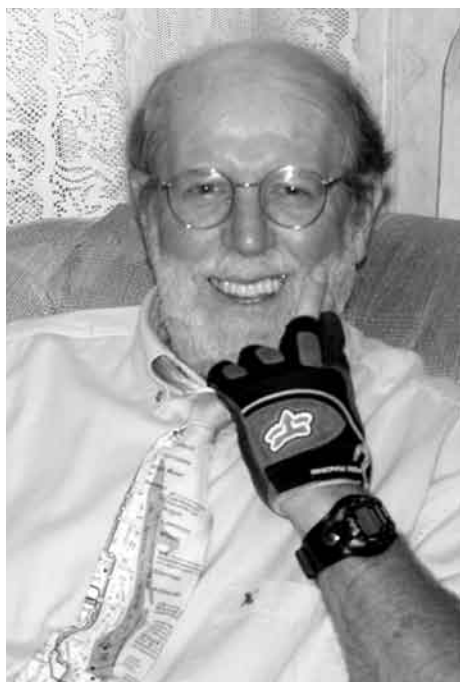
People who are carfree or choosing a low carbon lifestyle go on holiday in low impact ways – such as deliberately picking campsites by how close they are to public transport. Camping without a car is possible if you travel light or with a collapsible trolley, cycle trailer or pushchair to carry tents and bulky items such as food, or else buy meals when you get there.

I'm visiting the Women's Holiday Centre in Ribblesdale. Bedding, towels and basic foodstuffs are provided there which makes travelling by train possible even for a woman on her own with children, as I don't carry heavy loads.

Avoiding flying is the most important single choice to reduce overall emissions from leisure travel. For the four salsa Congresses I've done since December, I flew to one (a week in Barcelona), danced one in my hometown, lift shared to another and got the train to the last.

Anna Semlyen

Author of *Cutting Your Car Use* (UK sales at over 100,000 copies). If you are interested in doing a version for your country (not North America) contact <john@greenbooks.co.uk>



Pedal Power

Interview with J. Harry Wray

By Chris Coleman

In spite of all the talk about Americans sitting on their laurels on a congested 10-lane highway, there is a burgeoning cycling scene picking up surprising pace. Not merely the birthplace of critical mass, the US can also claim numerous cycling inspirations such as Portland's "Move by Bike" program and the Great Bike Ride Across Iowa that attracts 20,000 riders annually. Meanwhile, James Oberstar, an avid cyclist (and Congressman) has become chair of the US Transportation and Infrastructure Committee, pushing through a US\$4.5 billion commitment to biking from 2005 to 2009. J. Harry Wray, a professor of politics at DePaul University in Chicago, has catalogued recent social and political progress with many stories emanating with hope from across the US in his new book Pedal Power. I got the chance to chat with him over the phone about the cultural shift taking place, and America's new love-affair with the bike.

You often return in your book to the strong influence your cycle tour across the US had on you. Can you share how that changed your perception of the bike?

That 5-6,000 km ride changed my perception of the bicycle because the bicycle changed my perception of the world. I noticed how differently I saw things. I'd been across the country many times before with work just by automobile, but never as I had on that bike ride. This gave rise to a conviction reinforced by riders that I've talked to. I think it's one of the most under-discussed issues of biking – you connect to people differently when you're on a bike rather than in a car. You meet them as human beings as opposed to objects when in an automobile. And it doesn't take long rides; those really burn it into your consciousness, but I've noticed now and talked to people who say the city looks completely different by bike than from behind the steering wheel.

As a professor at DePaul in Chicago, you have a special "Biking and Politics" course...

Yeah, in this class, incoming students come to campus a week early. Everyday during that week we take rides throughout the city, in every direction. The general title for this course is "Discover Chicago" and we do that by bike. The rides vary from 45 to 75km, and they're a really remarkable way to introduce students to the city. Once the quarter begins, we study the connections of cycling to politics and take rides occasionally to reflect upon the things we're studying.

How do your students feel before and after you take them on group rides

through the segregated South and West of Chicago?

Like most American cities, it's significantly segregated. Most of the students at DePaul are white and have never been into some of the minority communities we go into. They have some trepidation about doing it, joking that they'd want to do it in a Humvee. They feel vulnerable. But one of the things they notice is they're treated in exactly the

"I think the car is in the decline, and this will accelerate in the future simply because it has to – it's unsustainable"

opposite way. I know this is the case because they make journal entries after the ride to talk about their impressions.

You're presenting yourself in an open way. You're going down there and basically saying "here I am as a person". And they see you as a person and they respond in kind. What we get is virtually universal friendliness: people are happy that the students are there and treat them generously. Students notice the contrast when they go to the wealthy Northside where automobiles are more dominant. There we have a sense that bikes shouldn't be here: they're a problem for them and get in the way. It's an important revelation for the student.

What would you associate with this change of neighbourhood behaviour to these two modes of transport?

Well, many things. One is the way of presenting the self. In the auto you don't present yourself as a human, but an object – you often can't even be seen. You're a much more distant person. While on the bicycle you're the most obvious part. There's an inclination when you stop at a traffic light to say something to a pedestrian, or nod. I've been cycling in some areas I consider dangerous alone. It's not simply a function of it being a large group of people, it's the way you enter.

You analyse the strong grip individualism has in America, with the car as its symbol, and how this can't be "satisfying as a root value of culture". Do you feel tremors of this value shifting in the US, and what role could the bicycle have in this?

You know, that's an interesting, complex question and I'm glad you asked it. There's a place for individualism in society that will always be important. But what I think is crumbling in America is this sense of individualism as a root value of being – isolated, indifferent to the plight of others and so forth. It's been a very strong cultural current. It's why we don't have things that so many other countries do: national health care, for example. The idea that we should not bother about other people – that is crumbling. It's an important part of what's going on here that is even seen in the current presidential election.

The idea of individualism worked well for America for quite a while. But now we're so interconnected to each other and the rest of the world – we can't afford to sustain this cultural

value. It doesn't help us live in the world – what cultures are supposed to do. What you see is the emergence of a growing sense that people's lives are in fact connected. So acts of individualism might be to drive a car. But when you think about what that car does to the rest of the world... You know, people are beginning to see. One of the things I say about the car is it's a core metaphor for this old society that is dying.

Bikes make connections to people. Nothing says "we" like the bicycle. And people are beginning to think: aren't we connected, shouldn't we care about each other, shouldn't we be concerned about the environment? You notice the major slogan of Barack Obama's campaign is "Yes we can". "We" is a very dangerous pronoun. There was a picture in the news of Obama toting his kids on a bicycle. I see the bike as perhaps a metaphor for a cultural shift that I believe is underway in the US. So I'm very excited about this current presidential election.

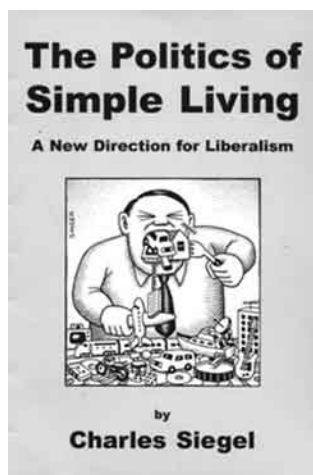
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Roadside Bicycle Repair: A Pocket Manifesto

By Sam Tracy
www.speckpress.com



The Politics of Simple Living: A New Direction for Liberalism

By Charles Siegel
www.preservenet.com/simpleliving

Can you expand on this topic from a historical perspective?

I've thought before of where people stand in history. It's always hard to know when you're living in the middle of an era. But I think 30 years from now when historians write the story of the first part of the 21st century, which for the American part has been so pathetic... [sic.] The Bush administration represents a culmination of these old cultural values and unmasking their total bankruptcy. As a result it allows room for cultural shift to occur. Now Bush is the most unpopular president America has ever had. Even McCain is talking about change. I really think something deeper is going on. Americans really have a sense that we've really screwed up in lots of ways. We've always been fairly arrogant.

The US Dept. of Transportation recently issued a Design Guidance Policy statement called *Accommodating Bicycle and Pedestrian Travel* that decrees a complete street approach to new projects. One of the three conditions, though, is a demonstration of need. How do you think cycling advocates should approach this hurdle with policy makers?

There are strengths and weaknesses of a federal system. A lot of spectres are created about, well, we can't do this, there is no need, you're taking your life in your own hands etc. When you get places like Portland and Chicago doing things, they then become exemplars for other cities. There's a very healthy competition emerging. So, the thing about the change in the rules is it allows states to do nothing if they don't want to. But on the other hand, people who are advocates in those states can point to other parts of the country – this has happened here and there. These ideas, partly by the wonders of the internet, are broadly shared now.

I write about the mayor of Louisville. The South is probably the least friendly area for biking. But Louisville is an exception. He got the idea from Denver, Colorado when he was out there. Having the ability to do it or not allows for advocates to exert pressure and use other areas as examples. Like the quote in the film *Field of Dreams*, "If you build it, they will come." That's kind of a nice slogan for the biking community. There's going to be bigger demand on the part of the everyday public because this summer very significant changes are occurring; certainly where I am. I notice so many more people on bicycles, and they're going to create a demand.

The Chicago Biking Fed has a 2015 plan of expanding the city's network to 500 miles. How is that progressing?

We are lucky in Chicago to have a bike friendly mayor: Richard Daley. City officials are beginning to see the usefulness of this. Chicago is a candidate for the 2016 Olympic Games. Any

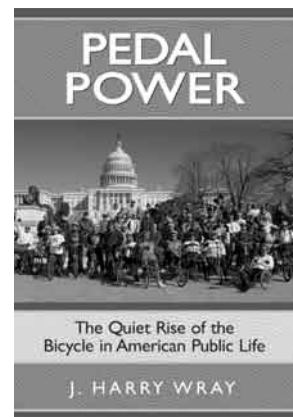
city making a hosting bid has to ask about how to move people. We have been considering the Paris bike loan plan. That is a very inexpensive way to move a lot of people over short distances. So suddenly the utility of the bicycle becomes more obvious. And those are some of the ideas coming forward. The first US bike loan system started in DC this summer.

You've ridden with Chitown Cruisers (a group of Puerto Ricans riding on old Schwinn Cruisers). How was that?

It was great fun. Again, it gets back to the idea of the bike being a connector of the people. All kinds of groups form together around bike. It's in one of the more segregated neighbourhoods of the community: Humboldt Park. They were happy to show me around. It was a very different kind of bike ride. People would whistle, blow horns as they cruise around in these old fashioned Schwinn. I'm old enough to remember when they first came out. It was like a neighbourhood celebration. They were treated with a lot of respect. We ended up in a park eating some great Puerto Rican food. They do this on Sunday afternoons and talking to them, they noted how becoming associated with this group changed their outlook and they started riding elsewhere.

Do you have any last comments for the carfree community?

I say hold in there. The tide is beginning to turn. I don't know if we'll reach a carfree world, but I think it's inevitable that we're going car-light, or car-lite lite. There are just too many forces working in that direction. I'm convinced that 30 years from now when adults just being born in this time sit down with their grandparents they'll say, "how was it that this society was moving about in that way and you really thought that it made sense?" I think the car is in the decline, and this will accelerate in the future simply because it has to – it's unsustainable.



Pedal Power: The Quiet Rise of the Bicycle in American Public Life

By J. Harry Wray
Paradigm Publishers, 2008, 248pp,
ISBN 978-1-59451-463-0

Non-fiction

Carfree Cities

J.H. Crawford, 2000, 324 pages
US\$35, EUR 24, £18, or CZK 620

An unapologetic argument for carfree cities combined with a detailed and well thought-out plan, Carfree Cities outlines a city structure carefully designed to minimise environmental impact and maximise quality of life.

Car Sick

Lynn Sloman, 2006, 192 pages
US\$29, EUR 20, £15, or CZK 520

"Cars cause environmental destruction, provoke stress and tear the heart out of communities. Car Sick provides a page-turning account of how we got into this mess, and more importantly, charts an attractive way out." - T. Juniper, Friends of the Earth

Critical Mass

Bicycling's Defiant Celebration
Chris Carlsson, editor, 2002, 256 pages
US\$25, EUR 16, £12, or CZK 410

An irreverent collection of inkworthy social critique and optimistic celebration. Forty-eight contributors document, define and drive home the beauty of a quiet ride.

Cutting Your Car Use (UK Version)

Save Money, Be Healthy, Be Green!
Anna Semlyen, 2007, 96 pages
US\$12, EUR 8, £6, or CZK 210

Britain's first ever personal traffic reduction guide. Packed with easy-to-follow, best practice advice. For anyone who wants to cut their car use, or give up the car completely. New updated colour edition.

Divorce Your Car!

Ending the Love Affair With the Automobile
Katie Alvord, 2000, 320 pages
US\$20, EUR 14, £10, or CZK 360

Divorce Your Car! speaks to individuals, encouraging readers to change their own driving behaviour without waiting for broader social change, stressing that individual action can drive social change.

Earth First! Direct Action Manual

DAM Collective, 1998, 152 pages
US\$10, EUR 7, £5, or CZK 180

End of the Road

Wolfgang Zuckermann, 1991, 300 pages
US\$10, EUR 7, £5, or CZK 180

There are half a billion cars on the planet, and this book takes a long, hard look at the contrast between the image and the reality of this fact. Zuckermann offers 33 "ways out" of our car dependence, including pedestrianisation, alternative transport, restructuring public transport...

Life Between Buildings

Jan Gehl, 2001, 202 pages
US\$40, EUR 27, £20, or CZK 720

First published in 1971, this book is still the best source for understanding how people use urban public spaces. Life Between Buildings is the undisputed introduction to the interplay between design and social life.

Public Spaces - Public Life

Jan Gehl and Lars Gemzøe, 1996, 96 pages
US\$49, EUR 33, £25, or CZK 870

Describes the remarkable improvements in Copenhagen over the past 34 years, and how they were accomplished.

Sustainable Mobility Guide for Municipalities

Justin Hyatt, 2006, 52 pages
US\$10, EUR 7, £5, or CZK 180

The Sustainable Mobility Guide provides a full spectrum of themes related to transportation, urban design, mobility management and more. It is aimed at decision makers as well as NGO's working in the field of transport and urban planning, or anyone else interested in a broad survey of urban mobility issues. Also contains a section highlighting relevant websites and organisations.

Fiction/Kids

The Age of the Bicycle

Miriam Webster, 1998, 270 pages
US\$15, EUR 10, £8, or CZK 270

"What if one afternoon all the cars in the world slowed down and then stopped in their tracks... soon tea shops burgeoned on the interstates... rush-hour traffic went by on bicycles at an average speed of eight miles an hour..."

Alice in Underland

Wolfgang Zuckermann, 1999
US\$10, EUR 7, £5, or CZK 180

A curious mixture of nonsense, social satire and surrealist fairytale, which takes the classical Alice through the dreary landscape of suburban America.

Family Mouse Behind the Wheel

Wolfgang Zuckermann, 1992, 30 pages, hardcover
US\$10, EUR 7, £5, or CZK 180

Colourful illustrated book that teaches children the problems of car culture through the eyes of a family of mice who decide to buy a car, with all the consequences...

The Little Driver [Special Offer!]

Martin Wagner, 2003, 56 pages
US\$7, EUR 4.5, £3.5, or CZK 105

A children's book for young and old, The Little Driver takes a fresh look at our obsession with cars through the eyes of a boy still young enough to take nothing for granted.

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CARtoons

Andy Singer, 2001, 100 pages, optional CD-ROM contains high-resolution TIF images of all graphics

Book: US\$10, EUR 7, £5, or CZK 180

CD-ROM: US\$5, EUR 3.50, £2.50, or CZK 90

A personal and provocative look at our relationship with the car, from Ford's first assembly lines to today's "drive-through" society. Features seven pithy chapter texts and a compilation of hard-hitting quotations, plus 90 of Singer's infamous graphics.

Roadkill Bill [Special Offer!]

Ken Avidor, 2001, 108 pages
US\$7, EUR 4.5, £3.5, or CZK 105

It's the comic strip that looks at cars, technology and philosophy from the viewpoint of a frequently squashed rodent. In Roadkill Bill, the wonderful, provocative, amusing and sometimes gruesome cartoons are collected together for the first and only time. Avidor gives voice to the suffering soul of humanity that feels bulldozed and paved over by industrial technology run amok.

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CARtoons has been published in Czech, Slovak, Hungarian and Polish. The books are part of the Visegrad Resource Centre project. If you are interested in copies contact <Chris@worldcarfree.net>.

DVD

Caravan/Prague NEW!

2007, 76 min., DVD, US\$20, EUR 13, CZK 320

A bicycle caravan travels across Europe to shut down the annual meeting of the IMF and the World Bank. It will function without money, without leaders, and without permission from any authority. The police have other ideas... Included is the short film Quebec: At the Wall.



Source*

2005, 77 min., DVD, region-free
PAL (plays on all PCs) - US\$25,
EUR 17, £13, or CZK 450

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Still We Ride!

In Tandem Productions, 2005, 37 min., DVD
US\$20, EUR 14, £10, or CZK 360

This action-packed documentary is a glimpse into the shocking showdown between the monthly Critical Mass bike ride and New York City police in the months after the Republican National Convention in August 2004.

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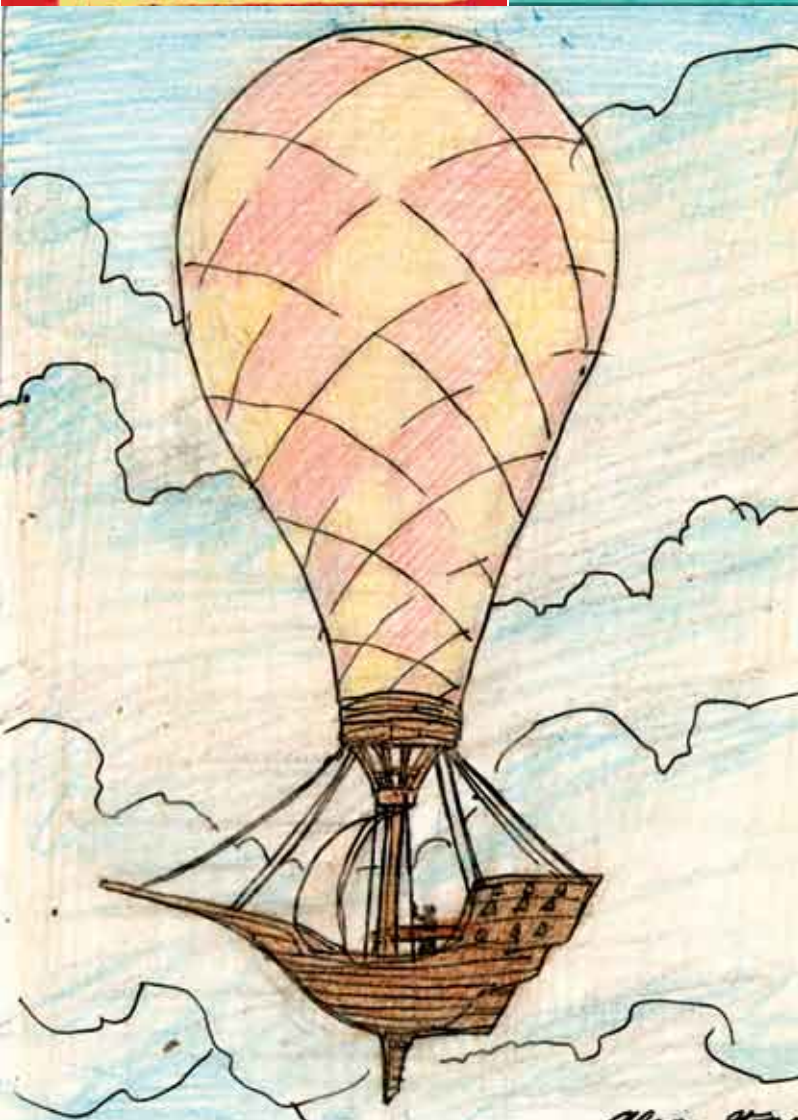
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